The Hong Kong Daily Press.

No. 5285 第五千二百八十五號 同治甲戌年九月十五日 HONGKONG, SATURDAY, 24TH OCTOBER, 1874. 禮拜六 英十月二十四號 香港 [PRICE $2½ PER MONTH.

Arrivals.

October 23, GOLIAH, Siamese bark, 542, Andersen, Chefoo 15th October, Beans.—CHINESE.
October 23, YANGTSZE, British steamer, 782, Corner, from Canton, General.—SIEMSSEN & Co.

Departures.

October 23, AGNES, str., for a cruise.
October 23, MENZALEH, str., for Yokohama.
October 23, SUWA, for Keelung
October 23, CANTON, for Bangkok.
October 23, JACOBINE, for Saigon.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 23RD.
None.

Reports.

The Siamese bark *Goliah* reports left Chefoo on 15th October, and had fine weather throughout.

Vessels Expected at Hongkong.
(Corrected to Date.)

Vessel's Name.	From.	Dates.
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Frederick Tudor	Cardiff	May 29
Kinfauns Castle	London	June 13
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 29
Hamilton	Cardiff	June 29
Chinaman	London	July 10
Broma	New York	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
HenriettaBehn	Hamburg	July 17
Hankow (s)	London	July 27
Windhover	London	Aug. 15
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 16
Altona (s)	San Francisco	Aug. 17
Sorocow (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Agamemnon (s)	Liverpool	Aug. 25
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Mongol (s)	London	Sept. 5
Nestor (s)	Liverpool	Sept. 9
Invincible	London	Sept. 9
Nankin (s)	London	Sept. 10

Auction Sales To-day.

F. BLACKHEAD & Co.,
At 12 noon,
The Bark *Cecilia*, &c.

J. M. ARMSTRONG,
At 2 P.M.,
Household Furniture, &c.

STORAGE.

COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.
T. G. LINSTEAD,
Trustee,
Messrs. R. S. Walker & Co.'s Estate.
1320 Hongkong, 24th August, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 %) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.
THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 4th June, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.
ROB. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1617 Hongkong, 1st October, 1873.

Banks.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. R. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139] [July 21, 1874.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.

London Offices........3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*
AUTHORIZED
CAPITAL STOCK..........$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LOW, } *Managers.*
IGN. STEINHART, }
1y 1887]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.......... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
,, 6 ,, 4 ,, ,,
,, 12 ,, 5 ,, ,,
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

NOTICE.

R. P. WILLIAMS, *Deceased.*

ALL Persons having any CLAIMS against the Estate of ROBERT PENNINGTON WILLIAMS, Deceased, late of Foochow, are requested to furnish Particulars of same to the Undersigned, on or before the 31st day of October next, after which date they will not be recognised, and all Persons indebted to the said Estate are requested to make Immediate Payment.
DAVID SASSOON, SONS & Co.
33d 1557 Hongkong, 28th September, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED ON THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at
TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or Agents.
The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.
Order Books can be obtained either at the DEPOT or at the WORKS.
KYLE & BAIN,
Proprietors.
1455 Hongkong, 17th September, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire-Office.
1335 Hongkong, 26th August, 1874.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.
EDWARD NORTON & Co.,
Agents.
tf 1174, 25th June, 1872.

To be Let.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET.
With Possession on the 1st of March.
THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER.
tf 41 Hongkong, 6th January, 1874.

TO LET.
With Possession on 1st September.
THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

TO LET.
With Possession on the 1st December.
THE Desirable FAMILY RESIDENCE, Bonham Road West, now occupied by N. J. EDE, Esq., containing Ten Rooms, Bathrooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co.'s Office.
tf 1645 Hongkong, 7th October, 1874.

TO LET.
From 1st June next.
OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.
THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.
A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET.
With immediate possession.
DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and
No. 19B, Hollywood Road; Water and Gas laid on.
For Particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 15th October, 1874.

TO LET.
From 1st November next.
THE HOUSES Nos. 27 and 31, Wyndham Street.
Water and Gas laid on.
Apply to
J. A. CARVALHO.
1m 1590 Hongkong, 1st October, 1874.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

THE HONGKONG WHARF AND GODOWNS.
(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo. Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,..........................$1,000,000
Co-insures with French Lloyd, Paris,...$1,400,000
AND WITH
French Company, Paris,......................$1,000,000
$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 % on Risks East of Singapore, and of 20 % on all other Risks.
VOGEL, HAGEDORN & Co.,
Agents.
1043 Hongkong, 1st September, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
AUGUSTINE HEARD & Co.,
General Agents.
tf 876 Hongkong, 4th June, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT OF TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1y 1 Hongkong, 1st January, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months... } ½ do. do.
Above 3 months and not exceeding 6 months... } ¾ do. do.
EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (for account of whom it may concern,)
THIS DAY,
the 24th October, 1874, at Noon.
On Board,—
The Portugese Bark
"*CECILIA,*"
533 Tons Register, as she now lies in this harbour at Kowloon.
The Hull with one Anchor and Chain to be [illegible]
The Masts, Spars, Riggings, Sails, Inventory, &c., to be sold in different lots.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.
All Lots, with all faults and errors of description, at Purchasers' risk after the fall of the hammer.
F. BLACKHEAD & Co.,
Auctioneers.
1717 Hongkong, 19th October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from M. DA L. SOARES, Esq., to Sell by Public Auction,
THIS DAY,
the 24th October, at 2 o'clock P.M., at his Residence, High Street, West Point,—
The whole of his HOUSEHOLD FURNITURE, &c.,
Comprising:—TABLES, CHAIRS, COUCHES, MIRRORS, PICTURES, CLOCKS, CHANDELIERS, LAMPS, SIDEBOARD, WHATNOTS, CROCKERY and GLASS WARE, BEDSTEADS, WARDROBES, Toilet TABLE and GLASS, WASHSTANDS and SERVICES, &c., &c.
Also,
A PIANO, by A. B. TALE & Co., New York.
A Patent SEWING MACHINE, by W. F. THOMAS & Co., London.
One Ebony Patent FLUTE with Silver Keys, by W. CARD, London.
One SEXTANT, by J. & J. HARDY.
One VELOCIPEDE.
And
A Collection of PLANTS; White STONES, CLINKERS and SHELLS, &c., for Garden Ornaments.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1720 Hongkong, 20th October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 26th day of October, 1874, at 2 o'clock P.M., at his Sale Rooms, Queen's Road,
To close a Consignment,—
The following WINES, BRANDY, &c.:—
50 Baskets CHAMPAGNE, Grand Oriflamme in quarts.
10 Cases Sparkling CHAMPAGNE, in qts.
10 ,, ,, ,, pts.
10 ,, ,, HOCK, ,, qts.
10 ,, ,, ,, ,, pts.
10 ,, ,, MOZELLE, ,, qts.
10 ,, ,, ,, ,, pts.
20 ,, CLARET, Paullac Medoc.
20 ,, ,, St. Estephe Medoc.
20 ,, ,, Lamarque Medoc.
40 Doz. ,, Medoc.
30 Cases MUSCATEL.
10 ,, CHAMPAGNE BRANDY.
10 ,, Scotch WHISKEY.
25 ,, Pale Dry SHERRY, Yellow Seal.
25 ,, ,, ,, Green ,,
53 ,, ,, SHERRY.
The above Wines, &c., are in Sound Condition, and will be Sold in Lots to suit Purchasers.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1740 Hongkong, 22nd October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY,
the 27th October, 1874, at Noon, at Messrs. DUBOST & Co.'s, Queen's Road,
(Under distraint for Rent;)—
Sundry HOUSEHOLD FURNITURE, STOCK, &c., comprising:—
Preserved FRUITS, MUSHROOMS, PEAS, OLIVES, VINEGAR, COFFEE, Preserved CRAWFISH, &c., &c.
HOCK, CLARET, VERMOUTH, LIQUEURS, AMONTILLADO, SHERRY, CURACAO, BRANDY, CHAMPAGNE, WHISKEY, BITTERS, &c., &c.
CORKS, Platform SCALES, 6 Cases Bottling ROOT, &c., &c.
English and German DICTIONARY.
French and English do.
French and Spanish do.
&c., &c., &c.
BUSTS, FIGURES, Electric BELLS,
&c., &c., &c.
Also,
One Soda-Water MACHINE.
And
Sundry Bedrooms and Office FURNITURE, comprising:—
Iron BEDSTEADS, TABLES, CHAIRS, SOFAS, TOILET GLASS, WASHSTANDS, Office DESKS, SHELVES, STANDS, Copying PRESS, Iron SAFE, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1741 Hongkong, 22nd October, 1874.

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE BLACKWOOD FURNITURE, GLASS WARE, PLATED WARE, &c., &c.

THE Undersigned has received instructions from A. E. VAUCHER, Esq., to Sell by Public Auction, at his Residence, Arbuthnot Road, on
WEDNESDAY,
the 28th day of October, 1874, at Noon precisely,—
The whole of his HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bed Room SUITES, GLASS WARE, PLATED WARE, Dinner, Dessert, and Breakfast SETS, ENGRAVINGS, Pier GLASSES, GASALIERS, Marble-top TABLES, WARDROBES, BOOKCASES, BRONZES, Porcelain VASES, Dining TABLE, SIDEBOARD, CHAIRS, TOILET TABLES, WASHSTANDS and SERVICES,
&c., &c., &c.
And
A PIANO.
1 Parlour BILLIARD TABLE.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1760 Hongkong, 24th October, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M.'s Naval Storekeeper, to Sell by Public Auction, at the Naval Yard, on
TUESDAY,
the 10th November, 1874, at 11 o'clock A.M.,—
One 60-h.p. ENGINE, with SHAFTING, COPPER PIPES, &c., complete.
And
Three 60-h.p. BOILERS, with MOUNTINGS, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1631 Hongkong, 5th October, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (for account of whom it may concern,) on
MONDAY,
the 26th October, 1874, at Noon,
At their Auction Sale Rooms, Queen's Road Central,—
The German Bark
"*ALDEBARAN,*"
as she now lies sunk off Chung Hue Point.
Also,
The CARGO and Captain's Personal EFFECTS, in the following Lots:—
LOT 1.
The Hull of the Ship, 6,800 Piculs carrying capacity, Copper-fastened and Coppered to deep load-line, 14 feet, with all her Masts, Spars, Riggings, Sails, Boats still attached to the Ship, &c., &c.
LOT 2.
ANCHORS:
Two Bow Anchors of 18 and 20 Cwts., with 105 fathoms corresponding Chain to each.
LOT 3.
The CARGO, originally 6,800 Piculs White BEANS, from Newchwang, of which about 2,500 Piculs in Bags, and the rest in Bulk.
LOT 4.
The Captain's EFFECTS and INSTRUMENTS, consisting of BAROMETERS, THERMOMETERS, SEXTANTS, OCTANT, Spy GLASSES, CLOCKS, CHARTS, BOOKS, FURNITURE, CLOTHING, &c., &c.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars at 7.1.7.
All Lots, with all faults and errors of description, at purchasers' risk on the fall on the hammer.
F. BLACKHEAD & Co.,
Auctioneers.
1736 Hongkong, 21st October, 1874.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (for account of whom it may concern,) on
MONDAY,
the 26th October, 1874, at 12.30 o'clock P.M.,
At their Auction Sale Rooms, Queen's Road Central,—
The German Bark
"*MAURY,*"
as she now lies sunk off Chung Hue Point, about half a Cable's length South-West of the German Bark *Aldebaran.*
Also,
The CARGO and Captain's Personal EFFECTS, in the following Lots:—
LOT 1.
The Hull of the Ship of 9,500 Piculs carrying capacity, Copper fastened, and Coppered to deep load line, 15½ feet, with Yards, Spars, Sails, Boats still attached to the Ship, &c., &c.
LOT 2.
ANCHORS:
Two Bow Anchors of 22 and 24 Cwts., with 105 fathoms corresponding Chain to each.
One Anchor of 8 Cwts., with 8-inch Hawser.
LOT 3.
The CARGO, originally consisting of 71 Bundles Gunny BAGS.
LOT 4.
The Captain's EFFECTS and INSTRUMENTS, &c., consisting of BAROMETERS, THERMOMETERS, Spy GLASSES, BOOKS, CHARTS, CLOTHING, &c., &c.
TERMS OF SALE.—Cash on the fall of the hammer, in Mexican Dollars, weighed at 7.1.7.
All Lots, with all faults and errors of description, at Purchaser's risk after the fall of the hammer.
F. BLACKHEAD & Co.,
Auctioneers.
1737 Hongkong, 21st October, 1874.

LOST.

A GODOWN RECEIPT, for 1,200 Bags Flour, stored in the Godowns of the *Hongkong, Singapore, and Borneo Trading Company, Limited.*
Notice is hereby given, that unless the said Receipt be produced to the Undersigned within one week from date, it will be cancelled, and another granted.
THOS. HOWARD.
7d 1748 Hongkong, 22nd October, 1874.

STEAM-FERRY.

THE Commodious Steam-Launch "*KOWLOONG*" will RUN DAILY between HONGKONG and SOW-KE-WAN from 6 A.M. to 6 P.M.
Gentlemen wishing to charter her for travelling at sea, for short or long voyages, or towing any Cargo Boat, are requested to apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
tf 1749 Hongkong, 23rd October, 1874.

THE Committee of the Macao Relief Fund beg to inform their Constituents and the Public that they have resolved to accept Donations of Provisions, Old Clothing, and Bedding for the Victims of the Typhoon at Macao. Any such Donations sent to the Undersigned, or any other member of the Committee, will be thankfully received.
FRANCISCO DA SILVA MAGALHAES,
Secretary.
1742 Hongkong, 20th October, 1874.

FOR SALE BY ALEXANDER WYLIE, ENGINEER, No. 159, YOKOHAMA.

TWO of J. & H. GWYNNE'S CENTRIFUGAL PUMPS, one 6 inch, $750; and one 8-inch, $1,100.
Both of these Pumps have the following supplied with them:—
1 FOOT VALVE and GRATING.
2 9-ft. LENGTHS PIPE.
1 6-ft. do.
2 3-ft. do.
1 FLANGED BEND.
1 SUCTION SLIDING PIPE, with EXPANSION JOINT, to slide 5 ft.
All BOLTS, NUTS, and JOINTS, complete.
1m 1687 Yokohama, 5th October, 1874.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.
1499 Hongkong, 23rd September, 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(Will be absent until about November 10th.)
tf 247 Hongkong, 5th October, 1874.

VIEWS OF
WRECKS AND RUINS
CAUSED BY THE TYPHOON.
Will be READY in a FEW DAYS.
HONGKONG PHOTOGRAPHIC COMPANY,
OPPOSITE CLUB GERMANIA.
1551 Hongkong, 29th September, 1874. tf

WANTED, by a Respectable Young Person, accustomed to Travel, a SITUATION as ATTENDANT on a LADY, or TO TAKE CHARGE of CHILDREN, about to proceed to Europe. Good References. Address "B.M.," *Daily Press* Office.
tf 1618 Hongkong, 3rd October, 1874.

NOW ON SALE.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1874

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

TENDERS for the COMPLETE RESTORATION of the Company's WHARF at Hongkong, without any *extra* bill whatever, will be received at the Office of the Company, until Noon TO-DAY, the 24th instant.
By Order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
5d 1723 Hongkong, 20th October, 1874.

VICTORIA RECREATION CLUB.

AN Extraordinary General MEETING of the Members of the above Club will be held at the City Hall, on THURSDAY next, the 29th instant, at 4 o'clock P.M., for the purpose of receiving from the Committee a Statement of the present position of the Club Affairs, and to consider what steps shall be taken with reference thereto.
EDWARD BEART,
Secretary.
5d 1761 Hongkong, 24th October, 1874.

NOTICE.

GABRIEL DUBOST, *Deceased.*

ALL Persons having any CLAIMS against against the above Estate are requested to furnish Particulars of same to the Undersigned, on or before the 1st *day of March*, 1875, after which date they will not be recognised; and all Persons indebted to the said Estate are requested to make Immediate Payment.
ED. CHASTEL,
Executor.
1m 1759 Hongkong, 24th October, 1874.

CANTON RACE CLUB, 1874.

RACES will take place on THURSDAY and FRIDAY, 17th and 18th December.
ALFRED ROWE,
Clerk of the Course.
7d 1731 Canton, 19th October, 1874.

ESTABLISHED IN 1820.
C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.
C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.
Every table is made of *solid wood, well seasoned and not veneered.*
The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.
No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.
Every article [illegible] C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.
C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.
C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.
Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.
BILLIARD LAMPS.
Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.
Eighteen light ring burner Gas Pendants, with rod to suspend over table.
C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.
Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

STEAMSHIP *ALBAY.*

CARGO is now being SALVED ex abovenamed Vessel. From the Damaged Condition of the Manifest and Documents received, it is difficult to trace the Ownership of the Goods. Consignees are particularly requested to send to the Office of the Undersigned, as soon as possible, a Memo. of Marks, Numbers, and Description of their Cargo.
DOUGLAS LAPRAIK & Co.,
Agents, Steamer "Albay."
1615 Hongkong, 3rd October, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex "Donnai," 2nd July, 1874.
FD, 1/35, ... 35 cases Beer.
Ex "Irawaddy," 7th October, 1874.
HB / HSK&O } ... ... 1 case Merchandise.
HB in diamond / 593 } ... 1 case do.
Hongkong, 15th October, 1874.

Intimations.

SING PING THEATRE.

PROFESSOR VANEK.

THE LAST NIGHT.
AERIAL SUSPENSION OF MISS ELLA,
VIEWS OF THE FRANCO-PRUSSIAN WAR,
&c., &c., &c.
Performance to commence at 7.30 P.M.
Seats in Reserved Boxes...................$1.00
Pit, Reserved Seats............................ 0.50
1755 Hongkong, 24th October, 1874.

FOR SHANGHAI.
THE Steamship
"YANGTSZE,"
A. Corner, Master, will be despatched for the above Port TO-DAY, the 24th inst., at 2 P.M.
For Freight or Passage, apply to
SIEM SEN & Co.
2d 1751 Hongkong, 23rd October, 1874.

FOR SHANGHAI.
THE Steamship
"GLENFALLOCH,"
Captain McBain, will leave for the above Port at Daylight TO-MORROW, the 25th instant.
For Freight or Passage, apply to
GILMAN & Co.,
Agents.
2d 1754 Hongkong, 23rd October, 1874.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"YESSO,"
Captain S. Ashton, will be despatched for the above Ports on MONDAY, the 26th instant, at 8 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
2d 1762 Hongkong, 23rd October, 1874.

FOR SINGAPORE AND PENANG.
THE Steamship
"ARRATOON APCAR,"
Captain Schultze, will leave for the above Ports on WEDNESDAY, the 28th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
4d 1756 Hongkong, 24th October, 1874.

NEW YORK, LONDON, AND CHINA STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI *via* FOOCHOW.
THE Company's Steamer
"MONGOL,"
Captain Flamank, expected from Singapore on the 26th inst., will have quick despatch for the above Ports.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.,
Agents.
tf 1757 Hongkong, 24th October, 1874.

FOR SAMARANG, BRISBANE, SYDNEY, AND MELBOURNE.
THE Eastern and Australian Mail Steam Company (Limited), will despatch their Steamship
"NORMANBY,"
from Singapore, for the above Ports, on or about the 14th proximo, and the Undersigned are prepared to grant Through Bills of Lading for Cargo to be transhipped to her at Singapore.
GIBB, LIVINGSTON & Co.,
Agents.
15d 1758 Hongkong, 24th October, 1874.

FOR SAIGON.
THE Steamship
"REGALIA,"
Captain C. Harrison, will leave here for the above Port on FRIDAY, the 30th instant, at 2 P.M.
For Freight or Passage, apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
8d 1752 Hongkong, 23rd October, 1874.

PACIFIC MAIL STEAMSHIP COMPANY.

STEAM TO SHANGHAI, NAGASAKI, &c.
THE Steamship
"OREGONIAN,"
Captain Harris, will have quick despatch as above.
For Freight or Passage, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
tf 1753 Hongkong, 23rd October, 1874.

Notices to Consignees.

S. S. *GLENFALLOCH*, FROM LONDON, SINGAPORE, &c.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.
Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.
Optional Cargo will be sent on, unless notice to the contrary be given before 3 o'clock TO-DAY.
Goods remaining in store after the 31st inst. will be subject to rent.
Bills of Lading to be sent for Countersignature to
GILMAN & Co.,
Agents.
7d 1750 Hongkong, 23rd October, 1874.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per S. S. *Vancouver*, from San Francisco and Yokohama, are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Hongkong Pier and Godown Company, whence immediate delivery can be obtained.
G. B. EMORY,
Acting Agent.
1739 Hongkong, 21st October, 1874.

S. S. *HOOGLY.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo per S. S. *GANGE*, from London, in connection with the above Steamer, are hereby informed, that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from WEDNESDAY, the 21st inst., at Noon.
OPTIONAL CARGO will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after SATURDAY, the 24th inst., at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND,
Principal Agent.
1725 Hongkong, 20th October, 1874.

S. S. *BRAEMAR CASTLE*, FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed into the Godowns of Mr. A. MACG. HEATON, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, unless notice to the contrary be given before 2 P.M. TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 24th instant will be subject to Rent.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
9d 1703 Hongkong, 16th October, 1874.

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and COMMISSION AGENT, under the Firm or Style of E. I. ELIAS & Co.
Agencies in Calcutta, Bombay, and Singapore.
E. I. ELIAS.
1m 1592 Hongkong, 1st October, 1874.

The Daily Press.

HONGKONG, OCTOBER 24TH, 1874.

OUR contemporary, the *North China Daily News*, in an interesting article which we reproduce further on, calls attention to a very remarkable document which has appeared in the *Peking Gazette*. It is nothing less than a strong remonstrance by a certain censor, YUEN-CH'ENG-YEH upon the abuses attending the collection of the Lekim duties. It is certainly very surprising to find that the Chinese officials themselves fully recognise the evil of the system and the gross injustice which is inflicted upon the Chinese traders by the continued levy of this tax. The Censor speaks in terms quite as severe as any which have been used by foreigners in commenting upon this abuse; and the admissions which he makes form a curious commentary upon the lengthy dissertation of Sir RUTHERFORD ALCOCK when he pointed out to the various Chambers of Commerce, when they sent in their memorials with reference to the treaty revision, the gross injustice which the transit due system inflicted upon the revenue of China. The wily officials at Peking must have laughed in their sleeves as they saw the British Minister advocating a case in their favour so bad that they would never venture to uphold the system complained of themselves. The merchants were told that any regulations for the conduct of foreign trade freed from these exactions would be inflicting a grievous wrong upon the legitimate revenue of China, and that any such reform as they advocated would be entirely subversive of the Government of the country. We now find the Lekim tax officially denounced by a Censor in the *Peking Gazette*, who points out that the tax was originally imposed under the exceptional necessities of rebellion raging in the Empire, and that it ought to have been given up on tranquillity being restored. Not only, however, is the tax condemned upon this general ground, but the whole system under which it is collected is pronounced to be arbitrary and corrupt. "The desire" says the Censor, "to minister to private gain is greatly in excess of the anxiety for the public revenue. It is beyond the power of words to depict in full the malpractices which are carried on in this connection. The high Provincial Authorities in general are well aware of all this, but the reason assigned for inability to do away with the tax is the need of reorganisation." It would be impossible to state anything more completely condemnatory of the system; and it is to be hoped that the enunciations in the *Peking Gazette* may foreshadow some action being taken by the high authorities at the capital to put down the main abuses connected with the inland revenue system. The Provincial Authorities are urged to devise measures compatible with the existing condition of affairs for the suppression of the poppy cultivation, and of the Lekim tax. There seems, by the way to be an undoubted implication that the poppy cultivation is also made a source of illegitimate revenue—but this is a question of a different character, except so far as it is another instance of the levy of taxes by the Provincial Authorities in opposition to the laws of the Empire. It is very little likely that the Provincial Authorities will devise any effectual measures for putting down taxation which is so profitable to them—and it is a somewhat peculiar illustration of the Chinese way of doing things that the very persons who are guilty of an abuse should be called upon to devise remedies for it. There is little hope that any good will be effected unless the Peking Authorities are able to bring strong pressure to bear upon the Provincial officials, and it is to be feared that they will not, unless they are themselves forced to act, take a step which is certain to rouse so much opposition. Still it may be hoped that the Censor's memorial, which is probably of a semi-official character, indicates that the Peking Authorities are desirous of making some move in the matter, if they can only see their way to do so; and there may yet be a chance of steps being taken to regulate the internal duties by some system similar to that of the foreign inspectorate of maritime duties. It is not to be forgotten that, when the inspectorate of maritime customs was first established, it met with quite as much opposition as at the present time would seem likely to be offered by the Provincial Authorities to any measures for regulating the internal dues. Mr. HART, in a memorandum on the inspectorate, which was published in 1865, sets forth the state of affairs then existing. He points out that while Government got but a moiety of the revenue leviable under the tariff, and that moiety but a portion of what had actually been received from merchants, and paid for the collection at a rate extravagantly high, the officials and retainers, through whose hands the money passed, increased in riches, and became adepts in craft and reckless in dishonesty. Under such circumstances, the duties payable must have varied constantly. The degree of success obtained in driving a bargain with a linguist became a question of superior skill, and the amounts paid by merchants, or reported to Government, must have depended on a thousand circumstances that would have baffled the calculations of the most experienced. The inauguration of a new system, under which honest and trustworthy agents should levy duties in strict accordance with a published tariff, and report to head-quarters the amounts really collected, could scarcely be expected to meet with favour from those accustomed to the previously existing order of things, whether they admired most its laxity, its possible profits, or its risks; and the very mention of such a change could not fail to suggest dismal forebodings in the minds of those who shared, directly or indirectly, in the advantages of malversation. This describes very accurately the state of affairs actually existing with regard to the inland duties; and it is not unreasonable to suppose that if these difficulties could be overcome in one direction they could by the same means be overcome in another. It is to be hoped, therefore, if the Peking Authorities are at present alive to the necessity of some reform as to the Lekim duties, the Inspector General of Customs and the foreign ministers may seize the opportunity of urging upon them the desirability of establishing an inspectorate of inland duties, similar to that which has worked so successfully as to the Maritime duties. Could this step be accomplished, much would be done towards the removal of the restrictions upon foreign trade which have been so long the subject of severe and bitter complaint.

The Legislative Council will meet on Monday next, 26th instant, at 2.30 p.m.

We learn that H.E. Sir Arthur Kennedy has decided to return to Hongkong, and may be expected back by an early steamer. It is also stated that Miss Kennedy will shortly return from England.

It appears that the local authorities have recently ordered that pigs shall not be kept at all within the limits of the city, and as in consequence pigs cannot be allowed to sleep in the rooms of their owners, several women were found who had met the difficulty by going to the newly-erected pigsties and sleeping with the pigs. As this was not considered an exactly proper place for them to sleep, they were apprehended and fined 25 cents each.

As will be seen by an advertisement published to-day, a meeting has been convened at the City Hall, for Thursday next, to take into consideration the measures which should be adopted for re-establishing the Recreation Club. We understand that some correspondence which has passed upon the subject will be laid before the meeting. We trust that the community will give their best support to an institution which is so conducive to the health and enjoyment of all classes.

The Portuguese amateurs will give an entertainment at the Lusitano Theatre, on the 31st instant, in honor of the King of Portugal, whose birthday falls on that date. The proceeds will be distributed amongst the poor of Macao, who suffered by the late typhoon. The Drama chosen—"A Morgadinha de Valflor"—is one spoken of in very high terms, and was written by Pinheiro Chagas, M.P., one of the best Portuguese authors of the day. This drama will be perfectly understood even by those who do not understand the language, as the amateurs have had the happy thought of making a translation of the piece into English, to be distributed amongst the gentlemen who may honor the performance. We are confident that the piece will be cleverly executed, as from amateurs who could so well understand Victor Hugo in Lucretia Borgia, much is expected, and there is no doubt but that the promoters of this performance for the benefit of the poor will also be brilliant in interpreting one of the pieces of their best and most appreciated dramatists. Although the entertainment is not exactly of a public character, we understand that the subscription list is open to those in the Colony who wish to honor the performance, and show their desire to assist the poor.

POLICE INTELLIGENCE.

October 23rd.

BEFORE F. W. MITCHELL, Esq.

ON THE SPREE.

G. Taylor, an engineer, unemployed, was charged with being drunk and refusing to pay chair coolie 198 his legal fare of 40 cents, for carrying him about.

The defendant was fined 50 cents for being drunk, and ordered to pay the amount claimed by the chair coolie.

UNLAWFUL POSSESSION.

Chinese constable No. 198, charged a Chinaman named Wong Shan Ki, with the unlawful possession of a large brass padlock. The constable said he found the defendant trying to sell it in West-street. The defendant said he bought the lock. Fined $1, or four days' imprisonment.

A PURLOINING WASHERMAN.

Yeep Aping, a washerman employed by the actors of the Ko Shing theatre, was charged by one Wong Acheong with stealing eleven pieces of clothing from the theatre.

The defendant admitted the washing was in his custody, and said he hung them up to dry, and being missing, he was charged with theft. The case was remanded till Monday.

SUPPOSED UNLAWFUL POSSESSION.

A remanded case, in which Inspector Grimes charged one Fung Afook with the unlawful possession of a quantity of sapanwood and tobacco leaf in a house, came on again, and, as the defendant shewed by papers and witnesses that he was the rightful owner of same, he was discharged.

A MISER.

Chan Chin T'on, passenger by the steamer *Hailoong*, from Manila, took up his lodgings in the streets, till he could go by steamer to Amoy, notwithstanding that he had a bag containing $2 and several bundles of cash in his possession. He was arrested by P.C. 266, and charged with being out without a pass or light. Fined 50 cents.

AN ASSAULT AND FIGHT.

Lum Abing and another, charged with having a desperate fight, the second defendant having had to be sent to the Hospital, was again resumed, and as the man was not yet out of the Hospital, the case was further remanded till Monday next.

ROBBERY.

Wong Asam, master of a ware shop at Wing-lock street, West Point, charged a cook named Chan Afing, with entering his house, and, with others not in custody, stealing several bundles of cups, valued 37 per bundle. The other robbers it appears got away and could not be recognised. A constable was called, and P.C. 223 came up and arrested the defendant with one bundle in his possession. Whilst conveying him to the station a crowd assailed the constable and pelted him with stones and brickbats. He blew his whistle and another Chinese constable No. 448, came to the rescue, and he too was pelted. One Wong Ashing was however arrested, and the resistance and pelting became more severe, and the first defendant cut his blue silk queue off and made a desperate attempt to break away. By this time a Sikh constable in private uniform came along, and at the sight of him the mob dispersed. The defendants then went along quietly.

The first defendant was recognised by the gaol authorities as having been in custody before, and the defendant admitted having been six weeks in gaol last year. He was now sent to three months' hard labour, and ordered to find security in two sureties of $50 each for three months more. The second defendant was sent to three months' hard labour, in default of a fine of $100, and ordered to find security in two sureties of $50 each for three months more.

A THIEVING COOLIE.

Lum Ying Show, a coolie employed by the East Point Sugar Work Company, was charged by an Indian watchman there with attempting to walk out of a gate with fourteen bags used for charcoal in his possession.

The defendant was sent to 10 days' hard labour.

WATCH STEALING.

The remanded case, in which a hawker Fong Ango was charged by a woman on suspicion of stealing her watch and chain, came on again, and there being no further evidence, the defendant was called on to find security in $20 for one month.

A schoolboy's aspiration—"Oh, how I wish I were a fountain, for then I could always be playing."

An interesting little boy, timid when left alone in a dark room, was overheard recently by his mother to say in his loneliness, "Oh Lord, don't let any one hurt me, and I'll go to church next Sunday, and give you some money."

THE LOSS OF THE "WHITE CLOUD" AT MACAO.—OFFICIAL ENQUIRY.

Yesterday morning, an official inquiry was held at the Harbour Master's Office, Hongkong, respecting the "wreck, abandonment, damage, or casualty of, or in respect of, the British steamer, *White Cloud*; official number, 50,651; master, David Reid; number of whose certificate of competency is 430, Hongkong." The gentlemen conducting the investigation were Hon. C. May (president); Captain Thomsett, R.N. (Harbour Master); Captain Cairns (Marine Surveyor); S. Ashton Esq. (master Mercantile Marine); and C. M. Kerr, Esq. (official justice of the peace.)

David Reid said: I took command of the *White Cloud* on the 14th September. I left the *Spark*, belonging to the same company, to take charge of the *White Cloud*. I had been on the *Spark* six or seven days. I was previously mate on the *Kiukiang*. I was in charge of the *White Cloud* on the 22nd September last. I came from Canton to Macao in her that day, and arrived at Macao between three and four p.m. The log book and barometer have been lost. The weather was fair when we arrived at Macao, and the barometer was 29.87. When we left Canton in the morning it was 29.90 odd, but I cannot say positively. When we reached Macao, I secured the vessel to the wharf. As the barometer was high, I did not anticipate anything that night, but a bit of a blow. I looked at the barometer about five o'clock, and it was at 29.84 or 29.85. The weather did not seem to have changed. Between six and seven o'clock the barometer was at 29.83, and the wind was North-west. At eight o'clock the barometer had gone up to 29.84 or 29.85, and the wind was in the same quarter. I looked at the barometer next about ten o'clock, and it was 29.75, and the wind was still from the North-west, blowing a pretty strong breeze. I then went out, examined my position, and got out several extra heavy hawsers. I did not think there was to be anything dangerous till about twelve o'clock. I looked at the barometer at half past ten and it was 29.65; at eleven o'clock it was about 29.60. I again looked at it half-an-hour later and it was 29.50. At midnight it was about 29.40, and the guards of the vessel began to chafe against the wharf. Her head was lying south-west. The wind was still from the north-west and was increasing in violence. I had no anchors out as I was lying alongside the wharf. There were no moorings off the wharf where I was, but there were some at the other wharf. The Europeans on board were myself, the first officer, and the chief engineer. The others consisted of two steersmen, six Macao sailors, three boys, and cooks. The engineer has a crew of his own. When the typhoon commenced, the crew were all on board, but about two o'clock in the morning some of the servants went on shore. The officers and seamen were on board, and so far as I know no one else left the ship. When I found the weather increasing at twelve o'clock, and the barometer so low, I thought there was going to be a typhoon. I then put out more lines of various lengths and sizes, in fact all the lines I had. I don't know what the tonnage of the *White Cloud* is. [The official record shewed that it was 170 register, 220 gross.] I had two bower anchors, about 1,400 or 1,500 lbs. a piece. There was also a small anchor about 500 or 600 lbs. weight down the hold. These were all the anchors we had. When I took the *White Cloud*, I relieved Captain Benning. I did not ask him about the length of the chains and the weight of the anchors, but I saw they were all right. I looked at the barometer about one o'clock and it was about 29.10. The chief officer was on the boat all the time, and looked occasionally at the barometer. I called the chief engineer out of bed, and he was about the decks with myself. About one o'clock the wind was North. I looked again at the barometer about two o'clock, and it was 28.90. I did not look at it between one and two, because I was very busy outside looking after the guards and moorings. About two o'clock the wind was blowing very strong, and by half past two it was round in the south east. I think 28.40 was the lowest reading of the barometer I had, and that was a little before a lull. After we arrived at Macao the fires were put out and the boilers were full of water. I spoke to the engineer about getting away from the wharf sometime after twelve o'clock, but I did not think it would be of any use. There was not much said about it. I did not think my vessel would drift away from the wharf. I don't recollect what the suggestion was about getting away from the wharf, but when it was mentioned sometime after twelve o'clock, it would have been impossible to have got away. We were fouled by a junk from the north west before two o'clock. She struck us on the stern, stove in the bulwarks, and knocked away the rudder. She hung there until we broke away from the wharf. A little after two o'clock, another junk from the same direction fouled us on the starboard paddle box, but we managed to push her away. Between three and four o'clock, the steamer turned round with her head towards the wharf, and the lashings forward gave way. She then broke away from the wharf, and drifted across the channel. The junk at the stern sunk soon after we left the wharf. All the crew was on board, and as soon as I found she had started from the wharf I let go both anchors, and they were both bearing chain when she struck and capsized on the mud bank. Before we left the wharf I think there were about 30 fathoms of chain to one anchor on deck, and about 20 to the other. If I had had steam up and both wheels free to revolve, even without the rudder, it might have helped her a little. The vessel turned right over when she struck. We clung on to her for five or six hours. One man let go and was drowned, and two Macao men are reported missing. Captain Carr ll came and took off myself and the others in the morning. I have not been dismissed from the service of the Company. I had only been in the *White Cloud* a week. I cannot say if the barometer was a high set one. I never compared it with another.

Francis Ellis said: I was chief mate and purser of the *White Cloud*. I joined her at Hongkong on the 16th September. I was mate on the *Spark* before. We arrived at Macao from Canton about three o'clock on the afternoon of the 22nd September. The barometer on board is kept in the Captain's room, and I had access to it when I liked. I saw it on the afternoon of the 22nd after our arrival, and it was 29.85 or 29.87. The weather was nothing unusual, with a fresh wind from the north or N.N.W. When at dinner about six o'clock, it was mentioned that the barometer had fallen. I looked at it about seven o'clock. I saw the Captain looking at it very often, and he said he thought there was going to be bad weather. I had no conversation with the Captain after dinner as to what should be done respecting the safety of the ship. Our only conversation was at dinner. The vessel has two bower anchors. I don't know their weight. There was also a stream anchor below. I cannot say how much chain there is at each anchor, as I never had it all out. There were about thirty fathoms of chain on each anchor on deck when we arrived at Macao. The fires were allowed to go out. I don't know if they were lighted again during the night. They might have been, but were not to my knowledge. I don't remember looking at the barometer at all after eleven o'clock. About half past eleven o'clock I thought it was to be bad weather, and that there might be a typhoon. The captain was saying continually that the barometer was falling. We had, for the security of the vessel, four or five double hawsers out forward, and more aft. We had no chains on board besides our bar chains. I heard no conversation between the captain and the engineer about getting the steam up. I told the captain at dinner time that Captain Brady had told me he used to go up and anchor near Green Island in typhoons or bad weather. He replied that he thought he was as safe as he could be alongside the wharf. I have been in vessels running between Canton and Macao since last February. The *White Cloud* carried two pilots, and both were on board at the time. About twelve o'clock a large junk came from the Northward, and lay broadside against the wharf. She struck our stern, carrying away some joiner work and the rudder. She lay there, but was not much weight on the vessel, while the wind was Northward. Another one struck us, but we pushed her off, and she did no damage. The wind at midnight was, I think, North or North by West. Between three and four o'clock, it shifted to the South-east. I do not think the vessel would have broken away from the wharf, if the junk had not come into us. We broke adrift aft first, about half-past three. The guard was pulled right off, and she then swung. The other warps broke about five minutes later. We let go both anchors before we were quite clear of the wharf. If we had had steam up it might have helped her some. She drifted broadside till she grounded, and then she turned bottom up. I cannot tell how much cable was out; it ran so fast. There was very little time between her breaking away and turning up. All the sailors were there. The Captain was on deck the whole night.

Jesse H. Chesney said: I was chief engineer of the *White Cloud*. I had been on her about a fortnight. I was second engineer on the *Kinshan* before. We arrived at Macao at five minutes to three o'clock on the afternoon of the 22nd September. As soon as we made fast, the fires were drawn, and cleaned out. There was no sign of bad weather then. I have been in the Company's employ about four years. I first heard about the typhoon about eleven o'clock. The Captain then came to me, and said he thought we were to have bad weather. I trimmed the ship and got her upright. I was on the deck afterwards waiting for any orders. I had no conversation with the Captain about getting steam up. I was waiting for any orders he might give me and I got none. The fires were generally cleaned at night, and laid in the morning. I could have got up steam that night in about three quarters of an hour as the water was so hot. By forcing the fires under both boilers, I would have consumed about two tons of coals per hour. We can go about 12 or 15 knots with both boilers. Had steam been up when she broke away, it would have assisted her very much. All my firemen were on board.

The Court was then cleared, and the result of the enquiry will be published, we believe, in the *Government Gazette*.

INTERNAL FISCAL DUES IN CHINA.

(*N. C. Daily News.*)

The want of continuity in Chinese reasoning is well exemplified from time to time in the *Peking Gazette*. It would be natural to suppose that a truism once established, it would be accepted as a base for further progress, but all our acquaintance with the Chinese serves to show that this is not the case. Now and then in the *Gazette* we come across practical statements, which surprise us no less by their truth than by the power of reasoning they disclose; yet we find that they have no effect whatever on the movement of events, and that the mind of the nation, apparently incapable of the effort of grasping anything new, however indisputable, prefers reasoning in the old groove to making the slight effort required to leave it. In nothing is this peculiarity more marked than in the matter of internal transit dues. On the part of foreigners: merchants, economists, journalists and diplomatists, have one and all represented in the strongest light the evil inflicted, not on foreign trade alone, but on the well-being of the empire, by the system in vogue of collecting, by means of irresponsible officials, constantly accumulating levies on goods passing through the country. We ourselves have certainly not been backward in pointing out the evils the empire of China is suffering by the stupid adherence of the Government to a vicious system which strikes at the very root of trade. All that we have said, however, does not transcend the remarks of the Censor Yuen-ch'eng-yeh, in the *Peking Gazette*, with regard to the evils of the system; and these remarks, as coming from a Chinese officer, deserve to be widely known:—"Originally introduced under pressure of financial exigencies during the rebellion, as a merely temporary expedient, the *li-kin* tax is still maintained, notwithstanding that the whole Empire is more or less freed from disturbance, and that tranquillity has prevailed in some of the provinces for the last ten years or more. The *li-kin* tax officers are actually increased in number, and the officials appointed to collect the tax impose grievous hardships upon the population, and throw difficulties in the way of trade *in transitu*. In some cases merchandize no sooner comes within the scope of one of these officers than it is declared to be smuggled—in others, goods other than opium are made the subject of extortion by violence. The desire to minister to private gain is greatly in excess of anxiety for the public revenue. It is beyond the power of words to depict in full the malpractices which are carried on in this connection. The high provincial authorities in general are well aware of all this, but the reason assigned for inability to do away with the tax is the need of reorganization. Reorganization, however, should be wholly beneficial if undertaken at all; and the Censor is moved to request that orders be issued to all the provincial governments, desiring them to devise measures compatible with the existing condition of affairs, for the suppression of the poppy cultivation and the abolition of the *li-kin* tax."

Yuen-ch'ong-yeh is probably speaking from personal knowledge, in stating that the high provincial officers are well aware of the injury being done by the present system. Now and then one of them issues a mild remonstrance, but of such a nature that it is sure to end in nothing. In fact, instead of relief, the tax is being imposed more deliberately than ever, and this in the face of the fact that it has already reached a point whence it ceases to be productive, and that year by year, instead of increasing, we have continual complaints that the *li-kin* revenue is actually falling off. The great obstacle to the removal or readjustment of the tax, pointed out by the Censor, is intensely characteristic. It is not that it is advisable that it should be continued, or that in some measure it may be suited to the exigencies of the moment. It is, on the contrary, the old obstacle in China, the trouble of thinking of a substitute. The reason assigned, we are informed, is the need of reorganisation; and the ability to reorganise is just that point where the ordinary Chinese mind utterly breaks down. It was only the other day that, in reviewing the Customs' Medical Reports, we quoted a remark from the Drs. Manson, at Amoy, as to the physical incapacity for change or adaptation of the Chinese race. What with us requires merely a mental effort, becomes to them a disturber of their whole system; and the mental labour of reorganising a system however evil, is one that without doubt will always, except under pressure, be shirked by Chinese in office. The report of the Censor Yuen is, then, only another instance of the fact that a knowledge of the evils produced by any course of conduct is not of itself sufficient in China to procure its amendment. We have been listening, year after year, to complaints on the part of the Chinese Government as to our own conduct in this very matter of internal transit dues. We have been told persistently that we were robbing the Government of its legitimate revenue, and were met with so many expostulations against the advisability of interfering with the internal affairs of the empire, that our representatives at Peking seems to have become thoroughly convinced of the heinous crime of the merchants at the ports in asking for relief from exactions contrary to treaty. And all this while, we find that none were more thoroughly aware of the evils of the system than the high officers themselves, and that the great obstacle in the way of reform was the amount of trouble and mental exertion required in working out a re-organization of the system. Yet much of the necessary mental labour had really been saved. The principle of exemption introduced by the treaty of Tientsin, where the duties leviable along a line of traffic could be commuted by one payment at the beginning, was the one thing needed to reform the whole system. Like every step in advance, it would never have been taken by the Chinese Government unless under external pressure, yet there was no greater difficulty in applying it to the thousand articles of native trade than to the few of foreign import. If barrier officials could be taught to respect the one exemption ticket, there was no great reason why they could not learn to respect the others. It is not the amount charged at each or any of the barriers which strangles internal trade, but it is, as has been often pointed out, the accumulation of these small amounts, which, after a few barriers are passed, renders further progress impossible. Notwithstanding the report of Censor Yuen, we may confidently predict, that the "need of reorganisation" will remain as impassable an obstacle as ever, unless external circumstances force on the Chinese Government the reform of what it is well aware forms one of the most crying evils of the body politic.

An apothecary originally carried his medicines about in jars—he was a pot-carrier—thence the word a pot-he-carries.

It is not pleasure which corrupts men, it is men who corrupt pleasure. Pleasure is good in itself. It is the seasoning given to useful things and needful acts, in order that we may seek them.

Preparations are being made by Advanced Liberals for the organisation of a "compact and vigorous electoral reform agency throughout the three kingdoms." With this object it is stated that a conference will be held next November in London, and the programme which has been sketched is the familiar one of uniformity of suffrage in boroughs and counties, redistribution of seats, compulsory registration of voters, by parochial officers, extension of the hours of polling in large towns, candidates' official expenses to be paid for them, and shorter Parliaments.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

VIA RUSSIA.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 15th Oct., 1874.

The Duchess of Edinburgh has been safely delivered of a son.

Result of the Cesarewich:—Adventurer, first; Truth Gelding, second; Gamecock, third. The Middle Park Plate was won by Plebeian. Peraes, second; Gallopin, third.

At the American Elections, the Democrats in Ohio gained three seats in Congress, in Indiana two.

Hongkong, 22nd October, 1874.

EXCITABLE POLICEMEN.

It is to be feared the police force is composed of men with sensibilities too keen and organisations too delicate for the proper discharge of their duties. The continual contemplation of ordinary human nature begets a kind of fine indignation in their minds, and if, as the chance expression of this feeling, a blow is given to an unoffending member of the community, the inconvenience must be accepted as the unconscious protest of a nobler nature. There have been one or two recent cases which seem to show that this high-pitched spirit of virtue is very common in the force. A constable was brought before the stipendiary magistrate at Cardiff charged with assault, and the evidence of a police-sergeant went to show that he had himself remonstrated with the officer for his excess of zeal. The complainant had addressed some remark to the constable which jarred upon his sensitive nature, and the latter forthwith "committed a violent assault upon him, scratching his neck, and pushing him with such force as to throw him down." But the magistrate, although he admitted that the violence was "rather extreme," only required the policeman to pay the costs of the case, adding that he was "rather sorry the case had come into court at all." It was evident to his mind that "something was said to the policeman which aggravated him," and in this conviction he appeared to find a satisfactory solution of the difficulty. The importance of not aggravating the police is proved by another case heard before Mr. Vaughan at Bow-street. In this instance a police-sergeant appears to have been deeply wounded by the fact of his Irish extraction being recognised, for he at once struck the offender in the face and "blackened his eye." Another most unlikely version of the story was offered to the magistrate by the sergeant, but it was met by the statement that it was astonishing "it should ever have been invented, for invented it undoubtedly was." Nevertheless, the sergeant escaped with the payment of a fine of three pounds, which is cheap considering he had combined perjury and violence in the same transaction.—*Globe.*

THE USE OF ELEPHANTS IN WAR.

(*Ceylon Times, September 22nd*)

The last number of the *Revue des Deux Mondes* contains rather a curious article by M. Henri Gaidoz on the use of elephants in modern warfare. The writer who seems to have ransacked whole libraries for facts regarding "the huge earth-shaking beast," goes over all the instances, in which elephants have been been employed in campaigns, from the time when they first startled Europe in the armies of Pyrrhus down to the campaigns of Lord Lake and the later days of Indian warfare ending with the expedition to Abyssinia in which the elephant played so prominent a part. We do not suppose that tacticians will set much store by M. Gaidoz's suggestions, but as Ceylon is *par excellence* the Island of the Elephant our readers may be curious to hear what this French *savant* has to say about the monarch of our forests. M. Gaidoz seems to have posted himself particularly well in the characteristics of the Ceylon elephant, and indeed most of his illustrations of the animal's nature have been drawn from this Island. Some of these are trite enough, and some are more than doubtful authority. He cites, for instance, as an illustration of the elephant's acuteness in recognizing his real enemies the statement that in "Ceylon he shows much more uneasiness in the presence of a white man than in that of a native." This is a fact that naturalists have often insisted upon. We do not think, however, that there is much truth in this statement and even if it were true, it could not be very justly quoted as an illustration of the elephant's sagacity, for experience must have taught the animal that he has quite as much to fear from natives as from Europeans, as the former play a prominent part in all expeditions for either capturing or killing him. Some of the most successful elephant catchers in India deny that the wild animal will make any distinction between whites and blacks, but will skulk away from the presence of either when he is indisposed to fight. It would not, however, be surprising that the elephant should exhibit such discrimination, for we find instances of similar sagacity in animals that have much less reputation for acuteness. The antelope in Bengal will allow a native to entice it along by a handful of green herbs or ears of rice, while the same animal would bound off as if shot at the sight of a European. M. Gaidoz extols the social qualities of the elephant and his preference for a "monarchical form of government—a preference, he assures us, common to all animals, and from which man alone has fallen away. Solitude, according to M. Gaidoz, destroys the elephant's naturally sweet and inoffensive character, and developes those bad qualities which procure the possessor the unenviable appellation of 'rogue.'" The reviewer accepts Tennent's statement that during a thunderstorm elephants come out of the woods and do not venture to go back again under cover until the thunder and lightning have ceased. "In the virgin forests where they dwell," says M. Gaidoz, "man profits by the roads which they have trodden out in their passage, and it has been wittily remarked that there the elephant represents the whole of the 'administration des ponts et chaussées.' It is observed that in mountains their roads have been laid out with an intelligence worthy of a professional man. These roads generally follow the crest of a hill, shunning rapid declivities; and in Ceylon the Government surveyors have satisfied themselves, that in forests where they cannot by sight discover the straightest trace, the elephants invariably select the line that communicates most conveniently with the opposite point." As an instance of their climbing powers, M. Gaidoz mentions that Major Skinner found traces of elephant on the very summit of Adam's Peak in 1840. With regard to the utility of the elephant, the reviewer has a very high opinion of the Ceylon breed. Ritter, the geographer, has distinguished the characteristics of the different breeds of elephants found in Asia, describing those of Nepal as the smallest, those of Chittagong as the bravest, and those of Ceylon as the most intelligent. The good account to which elephants have been turned in the public service in this Island would seem to show that in the latter case this epithet has not been misplaced. M. Gaidoz does not, of course, forget Major Skinner's well known story about the elephant which encountered him riding in a narrow forest path near Kandy, and which throwing down the heavy beam he was carrying, paced to the side of the road and "ourumphed" a polite invitation to the Major to come on. We are surprised that M. Gaidoz, who has apparently taken so much pains in the collection of elephantine "ana," should have overlooked the elephant mutiny which took place in Upper India about the time of the Second Sikh War. The elephants employed in the Commissariat Department were accustomed to half a dram of arrack served out to them every day at noon, while on active service, until in an evil hour, a Commissary General of economical views, gave orders that this ration of liquor to the elephants should be discontinued. At first the animals missed their "meridian" in mute surprise; then indignation succeeded and finally after waiting impatiently for a couple of hours, they marched off in a body, trumpeting angrily, to the liquor stores, which they completely gutted, pulling down the bungalow and shaking the store keepers within an inch of their lives. Such is the story that Indian *militaires* of the pre-Mutiny days tell regarding the elephant insurrection, and we do not doubt but there is some stratum of fact in it. M. Gaidoz gives very full details regarding the employment of the elephant in the Indian Army, and in civil work, but is, we are inclined to think, rather disposed to exaggerate the advantages which they afford as compared with human labour. There has been a good deal of discussion regarding the comparative cheapness of employing coolies and elephants in civil public works, and it has not been satisfactorily demonstrated that the latter is in the long run the cheaper labourer. M. Gaidoz seems also to overrate the advantages of elephants in modern warfare. Doubtless in a campaign like that of Abyssinia, where the country was inaccessible, and where horses are too light for the draught of wheel carriages, the advantages of elephants cannot be too highly estimated; but to advocate their employment in European warfare, where celerity of movement is one of the most essential elements of success, is a recommendation that will, we imagine, be backed by but few military critics. Even in Eastern warfare, the disadvantages of elephants in a campaign have been shown to be at least as great as their counterbalancing benefits. We could point to abundant instances where the rout of a native force has been greatly intensified by its elephants which impeded the retreat, and aggravated the disorder of the beaten forces. M. Gaidoz's article is interesting from a naturalist's point of view, but we fear it will not make much impression upon the minds of military critics.

THE SUEZ CANAL.

A bulky blue-book has just been published containing correspondence that has taken place between June, 1872, and July, 1874, respecting the question of the Suez Canal dues. In the month first named the attention of the British Government was called to an alteration proposed by the Suez Canal Company of the basis on which they levied the canal dues on vessels using the canal. Since the opening of the canal up to that time the company had levied their maximum due of 10f. per ton on the net register tonnage, as shown by the register, or, in the case of foreign-owned steamships, by the British "measure brief;" but it was recently officially intimated that, on and after the 1st July following, this due of 10f. would be levied on the gross register tonnage of such vessels. This alteration of the tariff of the company was much opposed, and the Viceroy of Egypt expressed himself of opinion that the company had gone beyond their powers in making the increase of the dues on their own authority. After some negociation it was agreed, on the suggestion of the Turkish Government, to hold an international conference on the question, and, the British Government agreeing to the proposal, appointed Colonel Stokes and Sir P. Francis as their delegates. The conference met for the first time on the 7th October, 1873, and, after having held twenty-one sittings, broke up on the 18th December, which a new set of rules as regards tonnage and the levying of dues was agreed to and the arrangement was ordered to be carried into effect within three months. M. de Lesseps protested against the new tariff; but the Porte authorised the Khedive to enforce submission to the decision of the conference at last submitted under protest.—*Telegraph.*

DOUBLE WIFE MURDER IN PARIS.

A remarkable trial, which is exciting considerable attention in Paris, has been commenced in that city. M. Moreau, an herbalist, living at Saint Denis, is accused of having poisoned successively his two wives for the sake of their money. The first died in August, 1873, and Moreau married the second in April of the present year. In the following month she died and in consequence of her statements that she had been poisoned, and of a remarkable similarity in the symptoms attendant upon the illnesses of the two women suspicion was excited, and the bodies were exhumed. At the sitting of the court there was a crowded attendance. The medical men who had analysed the remains of the bodies gave evidence. They stated that they had found sufficient poison to produce death, and added their conviction that Moreau's wives had been poisoned. Chemical experts added that they had given copper in small doses to two large-sized dogs, and on examining their bodies they found about the same quantity of deposit as in the bodies of Moreau's wives. The President asked Moreau whether he persisted in pleading not guilty. Moreau replied with a firm voice, "Yes." "Who, then, was the poisoner?" inquired the President. "I have no idea," answered the prisoner; "all that I have to tell you is that I am innocent." "You are innocent?" said the magistrate dubiously. "Yes," replied the accused; "did anybody see me give poison?" This excited renewed sensation. After a further examination of the experts, the President reiterated the question as to the guilt of the prisoner, who also repeated his denial. He added that he would not deny the fact that his wives were poisoned, for he could not contradict the evidence; but he could not say who gave the poison. "But you admit," said the President, "that it was you who prepared and administered food and physic to your wives?" "Yes," replied Moreau. "Then," observed the President, "it is clear that you alone are guilty." The prisoner replied resolutely, "I am not guilty." The sitting was thereupon adjourned. —*Globe.*

RAILWAY PLEASANTRIES.

To the Editor of the "Pall Mall Gazette."

SIR,—There are some minor jocularities of railway directors and their staffs to which, I think, some attention should be called. Not having been able to kill a sufficient number of passengers, they have hit upon the ingenious device of making their customers kill time, and perhaps themselves, on gusty platforms. When, with reference to the time of departure of a train, I have sometimes, in my simplicity, referred a railway official to "Bradshaw," I have been told, "We don't know nothing of 'Bradshaw;' you must refer to the company's time tables." So I ordered a company's time table two days before the end of the month, and I got it. When I reached my station, not many miles from town, I found that it was hopelessly wrong. Two porters and a young gentleman in uniform tried their hands (or, in courtesy, I will say their heads) at it, and, after some time, summed up their joint opinions by saying that they "could not make nothing of it, except that it was all wrong." At last, after waiting for an hour, I was told that if I took the next train to——, I should find a train starting for——, on the main line. When I got there I found that I had to wait nearly another hour. Altogether, I had to kill time for two hours, and was two hours late at my destination. I may mention that although this jocularity was thoroughly successful, it had like to have had a dark side to it, for the youth who issued the tickets gave me 5s. or 6s. too much change, which in my simplicity, nor knowing what was subsequently to befall me, I returned to him. What with officers of the company who know nothing of the despatch of trains, and others who can neither add nor subtract, there is a lively look-out at railway stations. In justice to the company, however, I must observe that I was going to an obscure little place called Hastings, and they could hardly have been expected to know anything about such an out-of-the-way nook.

Another frolicsome little joke, which came to my notice at the same time, was that a big dog was put into the same van as my luggage—which, mainly consisting of ladies' dresses in wicker baskets, struck me as a very facetious combination. In vain I protested against this arrangement; but the guard answered me, "He won't do no harm. What harm could he do?" As I had a lady with me, this silenced me completely. Otherwise, I might quietly have pointed out to him what are the normal habits of the canine species, and suggested that during a three hours' journey some unpleasantnesses might occur. The company gained the victory, as, indeed, they well deserved; for it would be difficult to name any more ingenious device for the annoyance of travellers than that of putting big dogs and ladies' dresses into the same luggage van.

But perhaps the pleasantries of the companies will soon rise even beyond this.—I am, Sir, yours obediently,

Sept. 5th. A HUMBLE ADMIRER.

In justice to the company, I ought to state that I omitted to mention in the body of my letter that, when I had loitered at my station for nearly an hour, an intelligent porter came up and informed me that I "ought to have gone by the 10.23 train." As I had taken my tickets and seen my luggage labelled five minutes before that time, and another porter had told me "That's not your train, sir," I could not too highly appreciate the cleverness of the device which kept me from going by the right train in order that I might divert myself for two hours at the company's stations.

What a barber mustn't do—Lather his wife.

The lap of luxury—A cat enjoying her milk.

Imaginary Evils soon become real ones, by indulging our reflections on them; as he who in a melancholy fancy sees something like a face on the wall or wainscot, can, by two or three touches with a lead pencil, make it look visible, and agreeing with what he fancied.

THE VENDOME COLUMN.

The *Standard's* Paris correspondent says:—The Colonne Vendôme will be completed in a few days, and the question now is what statue is to be put at the top? Some time ago it was proposed to surmount it with an allegorical figure of France, but the idea appears to have been given up. At present, the intention of the Government is unknown. One thing, however, is certain; the column cannot remain without a heading of some sort. According to the decree ordering its reconstruction, it was stated that it should be rebuilt in exactly the same style as it was when destroyed by the Commune. Then it bore Napoleon I. in a Roman toga—an innovation executed by the late Emperor. But the majority of the people, including the Imperialists themselves, would prefer the old statue of the great Bonaparte in his traditional uniform that was taken down from the column and transported to Courbevoie. This statue was thrown into the Seine after the September Revolution, but subsequently fished out again intact, and now lies in some corner of the State lumber yards. Unfortunately for the powers that be, the revival of Bonapartism has added a political character to the crowning of the column. It is feared that the Imperial party will take advantage of the occasion to get up a demonstration. The Government must, therefore, be embarrassed. It is generally thought, however, that a statue of the *petit caporal* will be hoisted up quietly in the night, and the scaffolding taken down without the slightest ceremony of any sort.

ROBBERY OF CATTLE.

A most impudent robbery of cattle has just occurred at Beech, a hamlet below the Lansdown racecourse at Bath. It appears that a few nights ago two men, apparently from London, went to the farm of Mr. Caple and drove away 11 oxen, valued at £250, and actually succeeded in getting them to London before they could be traced. It was at first thought that the oxen had strayed and would soon be recovered, but after the men had had two days' start, and the animals had not been heard of, suspicion was aroused and the police were communicated with. Supt. Rawle, of the Fishponds Division, succeeded in tracing the lost cattle. He discovered that, after driving the cattle away from the farm, the men had taken them a considerable distance over cross-country roads, and eventually got them put into a railway truck and sent on to London. Fortunately, however, one of the animals fell out of the truck during their transit, and this, having to be sent on afterwards, led to the discovery of what had become of the others. Mr. Rawle proceeded to London, and further researches showed that the cattle had been taken to a slaughter-house, where they were slaughtered and sent into Smithfield Market, and that both the carcasses and hides had on his arrival been got out of the way. He took possession of the animal which was sent on afterwards, which was indentified by the owner as one of the 11 which were stolen. A clear description of the two men who took the oxen to London was given to the superintendent, and he was enabled to apprehend one of the men, who was going by train from London to a fair. It is pretty well known who the other man is, and a warrant has been issued for his apprehension.

MOBBING THE QUEEN.

(*Court Circular.*)

We have generally had reason to congratulate ourselves in this country upon treating royal personages with proper respect, and at the same time with an absence of any snobbish intrusion upon them, which is to a certain extent creditable to us. Whenever the Queen or any of the Royal family appear on a state occasion they meet with the heartiest and most loyal of welcomes. The streets are crowded with enthusiastic thousands, and the cheers which greet Royalty show that, no matter how a few obscure agitators may talk, the people of England are thoroughly loyal, and that nothing can shake their allegiance to the throne. But, on the other hand, when Her Majesty is going out on any private errand, to pay a visit it may be, or to proceed to a railway station to journey to Windsor or Balmoral, then there is no impertinent curiosity manifested, no crowding upon her, or snobbish annoyance of any kind. . . . .

A story comes to us from Scotland, which we are sorry to say rests upon unimpeachable authority, and it is one that must make us blush for our fellow-countrymen. As is well known her Majesty, in accordance with the traditions of Scotch Presbyterianism, invariably worships when at Balmoral in the little parish church of Crathie. There one of the most powerful rulers in Europe may be seen worshipping with some of the humblest of her subjects, all alike suppliants at the throne of the King of Kings. It is well that such should be the case, and we should be very sorry if so admirable a custom had to be discontinued; but it is certain that it will have to be stopped and a private chapel used at Balmoral unless the inquisitive hordes of tourists who infest the Highlanders mend their manners. It appears that for some time past the Queen and the Royal family who attended Divine service in Crathie church have been much annoyed by the crowds of inquisitive and impertinent snobs who have attended there, not for the sake of public worship, but simply for the satisfaction of staring at her Majesty. This annoyance culminated last Sunday, when there was of course an additional attraction expected in the Duchess of Edinburgh, who has gone on a visit to her Royal mother-in-law. Crathie church was much crowded on the occasion with a well-dressed mob, who filled up the aisles and pews, and so great was the crowd that several ladies screamed out and fainted. We all know what a fashionable crush is, and edifying the spectacle must have been in a quiet little parish church near the Queen's Highland home. But the worst has to be told. The Royal personages, hearing, we presume, that they were to be thus annoyed by this miscellaneous horde of snobs, stayed away from Crathie church, and had a quiet service to themselves at home, and when the news that they were not coming got wind we are told that "a perfect stampede of intending worshippers took place." There were "loud and free expressions of disgust" and disappointment, and as the service commenced scores of people left the church. It is hard to conceive anything more disgraceful than such conduct, and our only regret is that the names of those snobs cannot be ascertained and published, so that all the world should know how grossly they misbehaved themselves. When a Scotchman is a snob, said Thackeray, there is no snob like him; but we are afraid that we cannot plume ourselves upon the fact that these Royalty-hunters were all Scotch. No doubt there were a good many of our northern neighbours among them, but there must have also been a number of English tourists who thus disgraced themselves. We fully agree with a Glasgow newspaper which thus expresses itself on the subject:—"When there are those who make no secret of their desire to 'worship the Queen' at Crathie, we cannot wonder that Royalty desires to withdraw within the limits of privacy in order to serve the ends of decency in the Church as well as in the State. That the Queen of Scotland should worship in her parish church when in her northern kingdom, is a fact that ought to be gratifying to the Scottish people; but that such evidence of her Christian principle and constitutional carefulness should be perverted into a means of torture for her by a prying public, is altogether intolerable."

We are afraid that the British snob is irrepressible, and that the parish authorities at Crathie will have some difficulty in dealing with him. But certainly something must be attempted in the way of shutting out these snobs. Ecclesiastical levées must be stopped if possible, or the Queen will be driven to the private chapel, which no one, we feel sure, would regret more than herself.

The little boys of Troy have formed an organization, the members of which are pledged not to swear. Still, if they persist in bathing in the river, they are likely to go over the dam. —*Rochester Democrat.*

A YOUNG ACROBAT.—At the Birmingham Police-court a boy aged 14 years, was charged with stealing potatoes. He said he was apprenticed to his uncles, who are acrobats at Sanger's Circus, his duty being to jump over ten horses. While at Grantham his uncles insisted upon his performing a more dangerous feat, and because he dare not attempt it they taunted him and punished him so much that he ran away. He wandered along the fields and lived as he could, and was at length caught by the police gathering black-berries and potatoes. The Bench sympathised with the lad, and the case was adjourned in order that Messrs. Sanger might be communicated with.

FLOGGING IN SCHOOLS.

A pupil teacher has been accused of hastening the death of a little boy by beating him unmercifully. From a letter by Mr. Bulkeley, in the *Times*, we gather that he has been accused rashly, and without due consideration of the evidence. The case, however, calls renewed attention to a subject of pressing importance. Pupil teachers have no right whatever to chastise scholars, but it is to be feared this "privilege" is frequently conceded to them, and as frequently abused. It is not only these subordinates who are sometimes guilty of gross cruelty; head masters also occasionally give rise to scandal by their passionate mode of correcting pupils. The time has come to consider whether this method of enforcing discipline in schools ought not to be completely abandoned. It is necessary schoolmasters should have some means of compelling compliance with their directions. We fear "love" alone, supposed by some enthusiasts to be the sole force capable of permanently improving young minds, will never suffice to make wild boys, full of animal spirits, attend to dry studies or maintain the orderly behaviour essential to good work in a class room. It does not follow that flogging should be resorted to. That may at one period have been unobjectionable. In any case it was more in keeping with the ideas and manner of a past age than with those of the present. Whether or not we have advanced beyond our forefathers of a century or two ago in general civilisation, we are certainly more humane, and strive to obtain good objects by less rough and ready means. Flogging now-a-days is degrading at once to those who have to endure and those who inflict that punishment. And it does not really intimidate boys. High-spirited lads must be acted on by other motives than those derived from the prospect of physical pain. The threat of whipping calls up a spirit of bravado, and excites anger and resistance. Schoolmasters should, therefore, seriously consider whether they would not consult their own interests, promote the dignity of their profession, and increase its usefulness, by abolishing a custom condemned by the spirit of the time. There must be other ways of checking indolence, neglect, and disobedience. In Germany masters find no difficulty in doing their work without the use of the lash. What Germans can do is not beyond Englishmen. Corporal punishment should be reserved for the most degraded class of criminals; not used in the case of boys whose worst faults rarely justify such rude treatment.—*Globe.*

THE PSYCHOLOGY OF THE DULL SEASON.

(*Mall Pall Gazette.*)

London is in the state conventionally called empty, that is to say, deprived of a fraction of its population which cannot at any one time be very considerable. By another conventional assumption, London in its conventionally empty state has become a by-word and a symbol of the extreme abomination of desolation. Nevertheless there are members of the migratory fraction aforesaid who, for some special reason, have to take their summer holiday earlier, or to wait for it till later, or to go without it, and are thus brought back to town or kept there contrary to their usual habit. It is whispered in free-thinking circles that these unhappy beings do not find London altogether uninhabitable. It would seem that the rising of Parliament denies them none of the common uses of life. The needful things of life have become no dearer to buy, and things not needful are in some cases cheaper. One can move about in the streets with more freedom than when there was a crowd of fasionable carriages, and one's life and property are, at any rate, no worse protected than when many policemen were told off to keep those carriages in order. As for society and entertainments, did not the people who have now gone out of town spend the last three weeks of the season in protesting that they longed to be rid of them? And are we not as well rid of these things by letting the town run away from us as by running away from the town? As for seeing our friends, or society in its true meaning as distinct from its fashionable meaning, the odds are that many days will not pass without some one or two being in town, either in the middle of a flight across the country or for some eccentric reason like our own, who will be only too glad to see us. As for learning, tastes, and occupations, we can only satisfy ourselves as well now as at any other time, or perhaps better, for the learned professions complain that their work in the season will not let them keep up their learning or cultivate their tastes. The museums and libraries of London have not run away, and we cannot find with our present means of observation that the magnitude or direction of the leading thoroughfares is sensibly changed. In short, one feels almost emboldened to ask—of course, only in the most secret chambers of the brain—what, after all, is the difference between London full and London empty? What is it that we miss? Not any material part of our daily life, if we are to speak for those who are neither fashionable nor in Parliament. Yet there is an answer, and in finding it we shall come to know something of the curiosities of our own minds. The answer is in one word—Possibilities. We seldom reflect how much the life of a civilized man is made up of the consciousness of the things he might do if he chose in his present circumstances, and even of the things he might be in a position to choose to do under some other imagined circumstances. There is a certain gain to our feeling of individual power from a Pacific railroad or a New Zealand telegraph cable. We may see no reasonable cause for thinking we shall ever want to travel to San Francisco or telegraph to New Zealand, but our imagination feeds obscurely on the bare possibility that the power of doing so may be useful to us some day. Indeed, this kind of feeling may become so satisfying as to blunt our appetite for the reality of the things imagined. It is very well known that the things we most constantly omit to do are those that we can do whenever we like: some would say, borrowing an argument from doubtful regions of mixed mathematics, because there is no reason for doing them at one time more than another: we should say, more simply and positively, just because we can do them at any time. Now the London season offers an almost unlimited field to this vague sentiment of possibilities—a sentiment so vague that it really falls short of imagination, though we have already used that word for lack of a better one. This gathering together into a focus of very rapid intercourse and interchange of the sorts of people who command the least material and most refined and effectual forms of power—the powers of rank, wealth, and intellect—this whirl of molecules in the brain of the body politic, which is called the London season, is it not the concentration of endless possibilities, whence may come forth at any moment startling realities for any one within the range of its influences? In slighter matters, again, the normal state of London offers a great variety of possibilties of both kinds—namely, things that might happen to us, and things we might do if we chose. For instance, a man may fall in with the same number of friends on a particular day in May and a particular day in September, but the number of friends he might have fallen in with is obviously greater in May. When we speak with a certain tone of congratulation of "people being in town," we mean that we have within reach the usual number of people whom we can see and speak with if we choose; many of them we shall see but little, some probably not at all, but we like to know they are there. When, again, we say there is "nobody in town," we mean that our field of choice is diminished; we may not miss the company of this or that acquaintance in particular—perhaps we should not seek it if it were near at hand—yet we hardly like to know that it is beyond our grasp. In like manner, reflection will show that all losses whatever, so far as they are at all important, are estimated in terms of indefinite possibilities rather than of any definite enjoyment. A man may live among books he never reads, or sit in one place all day; but let him mislay a books and he will straightway fancy that he wants to read it; let him lose the use of his legs for a time, and he is filled with restless longings to walk to several places at once. The loss of money, again, is the loss not merely of any one of the things one might have done with it, but of the choice among all those things. And thus our meditation has led us, if we may use a little oracular jargon, to appreciate a subjective element in the dullness of the dull season. It has also led us unawares so near to the region of metaphysics that we may well perceive that J. S. Mill was not so very far from common sense when he reduced the whole external world to bundles of possibilities.

Those who want good temper will not want trouble.

Leisure is sweet to those who have earned it, but burdensome to those who get it for nothing.

EARTHQUAKE IN CEYLON.

(*Ceylon Times, Oct. 5th.*)

The earthquake to which we alluded in yesterday's issue, seems to have been generally felt all across the Central Provence, from Haputale to the vicinity of Kurunegalle.

A Lunugalla correspondent writes us:—Just a note to say we had a rumpus at five this morning (19th) in the shape of an earthquake. It seemed to travel from east to west. Let's hope it will keep away, unless it shakes out another "blossom."

A Dimbula planter writes as follows:—I was wakened this morning by a rapid irregular shaking of my bed, and a rattling of the things upon my dressing table. I jumped up at once and inferred from the rapid vibrations, which seemed to increase in intensity until they culminated in one quick convulsive shake that made everything in the room clatter, that an earthquake was going on. Then followed a hollow rumbling noise which seemed to die away to the westward. This was a few minutes past five, and the succession of shocks must have lasted about five seconds. I went out and found that my horsekeeper and some other servants had also been alarmed; and from the commotion and noise that came up from the coolie lines, it was clear that they also had been startled. I may mention that all the dogs about the bungalow were cowed by the shaking and one jumped into my bed, apparently considering it the safest part of the premises, and lay there trembling and whining. The horses, on the other hand, did not seem in the least degree put about. I remember once experiencing a shock of an earthquake in England. It must have been in fifty-nine or sixty, I think; but so far as my memory serves me to compare the two, the one of this morning lasted much longer, and its vibrations were quicker and more severe.

A Badulla correspondent writes:—"At half past 5 o'clock this morning, we had a heavy shock of earthquake, putting us all out of bed. The shock was followed by a rumbling noise, like the sound of thunder heard remote. It seemed as if travelling from east to west."

The following account comes to us from Maturatta:—"A slight shock of an earthquake was felt up here this morning at about 5 a.m., and lasted for about a minute or so. The natives, who had never experienced such a thing, called out for aid under the impression that some mishap was going to occur to the country. The shock produced had an alarming effect on the people. Some took it up as a proceeding on the part of a demon, whom they seem to venerate, others as a warning, and others as a sign that a certain number of years had elapsed. On the whole, it was quite a treat to listen to the various opinions given by the natives."

Our Rambodde correspondent writes us:—"This morning at half-past four, many of us were roused out of our sleep by a smart shock of earthquake. Happening to be only dosing myself I felt the shaking most distinctly, and heard a rumbling noise for a second or two. My first idea was that some enormous landslip must have taken place in the neighbourhood, an event very probable on account of the continued rain. However, nothing further occurred till about 9 o'clock when a traveller from Poonhooloya called in and asked me if I'd felt the earthquake, and described the shock as more severe than what I had felt. Later in the day others from Rambodde itself and Poondhooloya mentioned the same thing, shaking of the houses, rattling of the glassware, and so on. It seems to have been severe enough to waken people, and you will probably receive other accounts from different places."

Another Kaduganawa letter informs us:—"There was an earthquake here on Saturday morning at 4.50 a.m. It lasted for about 5 seconds, was distinctly felt by almost every European resident and the majority of the natives. The shock caused the doors and windows of my house to rattle."

We have only heard of one instance in which any symptoms of the earthquake were perceived in Colombo. The following letter from "T.H." Slave Island, seems conclusive that the shock of earthquake on Saturday morning, the 19th instant, just before gun fire. The bed in which I was, upstairs, was so continuously and violently shaken that had another shock occurred I was prepared with my wife for a bolt outside. The wave was distinctly from east to west, and was accompanied by a sound as of a short sharp gust of squally wind. The shock was continuous and lasted one or two seconds. I enquired later on of one or two gentlemen whether they had felt it, but they apparently had not. So convinced, however, was I that it was an unmistakable earthquake that I asked Captain Donnan, whom I saw in the evening, to take a note of the date and hour of occurrence so that in case it was felt elsewhere notes might be compared. Of course the situation of my house, some distance out on the lake, and standing alone as it does, may have caused us to feel the effects more than we should have otherwise done. I may say that it is not the first earthquake I have felt, though it is the first sensation of one I have experienced in Ceylon."

Mr. and Mrs. S. C. Hall will celebrated their golden wedding on the 20th ultimo, having been married on the 20th of September, 1824, at St. George's, Hanover-square. A proposal is on foot to present them with a testimonial on the day named. Mr. Hall has been the editor of the *Art Journal* for nearly forty years, and Mrs. Hall has written and edited many useful and entertaining works.

COMMERCIAL INTELLIGENCE.

OCTOBER 23RD, EVENING.

The market for Bengal Drug has kept steady during the day; sales have been small. Patna $578¾ to $580; Benares $548¾ to $550. Estimated stocks Patna 500 chests; Benares 275 chests; total, 775 chests. The steamers *Hindostan* and *Sea Gull* have between them 1,094 chests for China, and 665 for the Straits—total, 1,759 in all. No change in Malwa.

Per British bark *Beautiful Star*, for London:—

95 casks Ginger, 250 cases Ginger, 60 boxes Star Aniseed, 3,818 boxes Cassia, 1,351 boxes Wax, 150 bales Waste Silk, 245 pkgs. Canes, 171 boxes China Ware, 20 pkgs. Camphor Wood Trunks, and 53 pkgs. Sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1½
Bank Bills, at 30 days' sight, 4/1½
Bank Bills, at 6 months' sight, 4/2¼
Credits, at 6 months' sight...... 4/2½
Documentary Bills, at 6 months' sight 4/2½
ON BOMBAY.—Bank, on demand 222
ON CALCUTTA.—Bank, on demand 222
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares.—5 per cent. premium.
Union Insurance Society of Canton, new shares—$30 per share, premium.
China Traders' Insurance Company's Shares—$1,600 per share.
China and Japan Marine Insurance—Tls. 80 per share.
Chinese Insurance Company.—$190 per share.
Hongkong Fire Insurance Company's Shares—$530 per share.
China Fire Insurance Company's Shares—$135 per share.
Victoria Fire Insurance Company's Shares—$125 per share.
Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s—5 per cent. premium.
Shanghai Steam Navigation Company—Tls. 85 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$60 per cent. discount.
Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON OCTOBER 23RD, 1874.
As reported by Chinese.

White Wax, 4 pieces, at $71.50, by Kwong-fook-wo to travelling trader.
Cuttlefish, 13 packages, at $22.00, by Kwong-fook-wo to travelling trader.
Mushrooms, 10 cases, at $56.00, by Kwong-fook-wo to travelling trader.
Wood Oil, 20 tubs, at Tls. 6.3.0.0, by Kwong-fook-wo to travelling trader.
Dried Lily Flowers, 7 packages, at $12.50, by Kwong-fook-wo to travelling trader.
Fungus, 12 bags, at $51.00, by Kwong-fook-wo to travelling trader.
Vermicelli, 50 bags, at $6.20, by Hing-tye to travelling trader.
Cuttlefish, 20 bags, at $15.80, by Chun-foong to travelling trader.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Falcon	Shiell	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Albuera	W. H. Thomas	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Mathilda Atheling	Whereat	Hongkong	A. MacG. Heaton	Quick despatch.
LONDON & HAMBURG v. S. C.	Essen (str.)	Jürgensen		Wm. Pustau & Co.	Quick despatch.
BREMEN OR HAMBURG	Caranjah	George Cawse	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Tartar (str.)	J. S. Ferris		Augustine Heard & Co.	On or about 27th inst.
NEW YORK	San Juan	A. Urtubiaga	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Sir Harry Parkes	Thos. Stephens	Hongkong	Olyphant & Co.	Quick despatch.
Do.	Lathley Rich	Thos. Mitchell	Hongkong	Russell & Co.	Quick despatch.
Do.	Hopewell	Parson	Hongkong	Augustine Heard & Co	Quick despatch.
Do.	North American	G. W. Tucker	Hongkong	Russell & Co.	Quick despatch.
Do	Beemah	Blackstone	Hongkong	Augustine Heard & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do. via YOKOHAMA	Vancouver (str.)		Hongkong	P. M. S. S. Co.	On 28th inst., at 3 P.M.
SAMARANG, BRISBANE, &c.	Normanby (str.)			Gibb, Livingston & Co.	On or about 14th prox.
SINGAPORE, BOMBAY, &c.	Malacca (str.)	S. D. Shallard	Hongkong	P. & O. S. N. Co.	On 28th inst., at noon.
SINGAPORE AND PENANG	Arratoon Apcar (str.)	Schultze	Hongkong	Douglas Lapraik & Co.	On 28th inst., at noon.
SAIGON	Regalia (str.)	C. Harrison		Ah Yon	On 30th inst., at 2 P.M.
MANILA AND ILOILO	Pepita	Aldecoa	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, NAGASAKI, &c.	Oregonian (str.)	Harris	Hongkong	P. M. S. S. Co.	Quick despatch.
SHANGHAI via FOOCHOW	Mongol (str.)	Flamank		Augustine Heard & Co.	Quick despatch.
SHANGHAI	Delhi (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Glenfalloch (str.)	McBain	Hongkong	Gilman & Co.	To-morrow, at daylight.
Do.	Yangtsze (str.)	A. Corner	Hongkong	Siemssen & Co.	To-day, at 2 P.M.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	Ashton	Hongkong	Douglas Lapraik & Co.	On 26th inst., at 8 A.M.

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To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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This Society's Produce obtained "Mention Honorable" at the Paris Exhibition in 1866, and "Médaille de Progrès" at the Vienna Exhibition in 1873.
WHITE WINES, in cases of 1 doz. Quarts.
Do. do. 2 „ Pints.
HOCK, do. 1 „ Quarts.
CLARET, do. 1 „ „
CHAMPAGNES:—
National Grape.
Buena Vista.
Pearl of California, in cases of 1 doz. Quarts, and cases of 2 doz. Pints.
FREDERIC DEGENAER.
tf 1580 Hongkong, 30th September, 1874.

CHEROOTS, CIGARS.

Campbell's Plantation Brand CIGARS.
Campbell's Dindigul Brand CHEROOTS.
Campbell's Trichinopoly Brand CHEROOTS.
TERMS—Cash.
Apply to
MESSRS. CAMPBELL & Co.,
Flax Mon Works,
Dindigul,
Madras Presidency.
730.

FOR SALE.

L. TAMPIER & CIE'S, BORDEAUX.

CLARET—Medoc, St. Julien, St. Estephe, Chateau Lagrange, Chateau Palmer, Chateau Lafite, Pommard, Daambertin, Graves, Chateau La Tour Blanche, in cases of 1 doz. Quarts and 2 doz. Pints.
CHAMPAGNE—Carte Noire, Carte Blanche, Carte Verte, Carte D'Or, in Quarts and Pints.
COGNAC—Fine CHAMPAGNE, Superior.
CHAMPAGNE, in Quarts and Pints, of B. & E. Perrier, Chalons.
Otard Dupuy & Co.'s COGNAC.
LANDSTEIN & Co.,
Agents.
tf 994 Hongkong, 16th June, 1874.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

"THE CHRONICLE & DIRECTORY" FOR 1874.

NOW ON SALE.

THIS Work, now in the TWELFTH year of its existence, is now on sale.
It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.
In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a
CHROMO-LITHOGRAPH
OF A
PLAN OF THE CITY OF CANTON,
THE
FOREIGN SETTLEMENTS OF SHANGHAI,
A Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of
THE VARIOUS HOUSE FLAGS
(*Designed expressly for this Work*),
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;
ALSO, THE
NEW CODE OF CIVIL PROCEDURE—HONGKONG;
besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.
The Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

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Ningpo .... „ KELLY & Co., Shanghai.
Shanghai .... „ HALL & HOLTZ.
„ .... „ KELLY & Co.
Hankow and River Ports .... „ HALL & HOLTZ and KELLY & Co., Shanghai.
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„ ....Mr. C. D. MOSS, *Japan Gazette* Office.
Manila ....Messrs. J. DE LOYZAGA & Co.
Singapore ....*Straits Times* Office.
London ....Mr. F. ALGAR, Clement's Lane.
„ .... „ GEO. STREET, 30, Cornhill.
„ ....Messrs. BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York ....Messrs. S. M. PETTINGILL & Co. 37, Park Row

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT,
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street,*
HONGKONG.
1428 Hongkong, 10th September, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Vessels on the Berth.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"BOMBAY"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 19th October, 1874. 1712

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship
"DELHI."
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 19th October, 1874. 1713

NEW YORK, LONDON, AND CHINA STEAMSHIP COMPANY, LIMITED.

FOR NEW YORK
via SUEZ CANAL.

THE Company's Steamer
"TARTAR,"
Captain J. S. Ferris, now loading at Amoy, will call at Hongkong, en route for New York, about the 27th instant, and may have room for a small amount of Cargo.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.,
Agents.
tf 1714 Hongkong, 19th October, 1874.

FOR LONDON AND HAMBURG,
(*Viâ* SUEZ CANAL)

THE German Steamer
"ESSEN,"
Jürgensen, Master, shortly expected from Shanghai, will have early despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents.
tf 1732 Hongkong, 21st October, 1874.

FOR MANILA AND ILOILO.

THE A 1 Spanish Bark
"PEPITA,"
Aldecoa, Master, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1738 Hongkong, 22nd October, 1874.

FOR BREMEN OR HAMBURG.

THE British Ship
"CARANJAH,"
George Cawse, Master, will load here and at Whampoa, and will have quick despatch for the above Ports.
For Freight, apply to
WM. PUSTAU & Co.
tf 1737 Hongkong, 21st October, 1874.

FOR NEW YORK.
(*To follow the "Hopewell."*)

THE A 1 British Ship
"BEEMAH,"
Captain Blackstone, will load here and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1715 Hongkong, 19th October, 1874.

FOR NEW YORK,

THE A 1 American Clipper Ship
"NORTH AMERICAN,"
Captain G. W. Tucker, will load here and at Whampoa, and have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1708 Hongkong, 17th October, 1874.

FOR LONDON,

THE A 1 British Barque
"MATHILDA ATHELING,"
Whereat, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1706 Hongkong, 16th October, 1874.

FOR LONDON.

THE A 1 British Ship
"ALBUERA,"
W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1602 Hongkong, 2nd October, 1874.

FOR SAN FRANCISCO.

THE A 1 British Ship
"MORNING LIGHT,"
2,377 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR NEW YORK.

THE A 1 British Barque
"HOPEWELL,"
Captain Parson, will load here, and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1560 Hongkong, 29th September, 1874.

FOR LONDON,

THE British Barque
"FALCON,"
Shiell, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1423 Hongkong, 9th September, 1874.

FOR LONDON.

THE A 1 British Bark.
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

FOR NEW YORK

THE A 1 Peruvian Ship
"SAN JUAN,"
(*late American Ship "James R. Keeler,"*)
A. Urtubiaga, Master, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, at low rates, apply to
VOGEL, HAGEDORN & Co.
tf 1192 Hongkong, 30th July, 1874.

Vessels on the Berth.

FOR NEW YORK.

THE A 1 American Clipper Ship
"LATHLEY RICH,"
Thomas Mitchell, Master, will load here and at Whampoa, and have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1441 Hongkong, 14th September, 1874.

FOR NEW YORK.

THE A 1 British Ship
"SIR HARRY PARKES"
will load at this and Whampoa for the above Port, and have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 1436 Hongkong, 12th September, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, *via* PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE Chartered S. S. "*VANCOUVER*" will leave Hongkong for San Francisco, *via* Yokohama, on WEDNESDAY, the 28th inst., at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.
At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 27th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, October 19th, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*MALACCA*," Captain S. D. SHALLARD, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 29th instant, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 28th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading of with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 17th October, 1874.

FOR SALE.

THE Spanish Screw Steamer
"FORMOSA,"
458 tons Register, 7,500 piculs Carrying Capacity.
For Particulars, apply to
VOGEL, HAGEDORN & Co.
tf 1416 Hongkong, 9th September, 1874.

FOOCHOW DOCK,
PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 18 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

NOW ON SALE.

THE HOUSEHOLD COMPANION
AND
STUDENT'S FIRST ASSISTANT,
By DR. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper..............$1.50
Neatly Bound................................$2.00
Apply at the *Daily Press* Office.

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, AND CANTON
that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

炭 煤 記 榮
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

Post-Office Notifications.

A mail will close

For Shanghai.—Per *Yangtsze*, to-day, the 24th instant, at 1.30 P.M.

For Shanghai.—Per *Glenfalloch*, to-day, the 24th instant, at 5 P.M.

For Singapore and Penang.—Per *Arratoon Apcar*, on Wednesday, the 28th instant, at 11.30 A.M.

MAILS BY THE "*UNITED STATES' PACKET.*"

The United States' Mail Packet "*VANCOUVER*" will be dispatched on WEDNESDAY, the 28th inst., at 3 P.M., with the Mails—For Yokohama, San Francisco, the United States, and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per "*VANCOUVER*," and that addressed to the United Kingdom must be superscribed "*via San Francisco.*"

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 21st October, 1874.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*MALACCA,*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 29th instant, at Noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 28th instant.

The Post-Office will be open until 6 P.M. on the 28th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 29th instant.

Letters may be posted until 10 A.M. on the 29th instant, without late fee.

Letters posted after 10 A.M. on the 29th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M., on the 29th instant.

Late letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 17th October, 1874.

As some misapprehension exists regarding the transmission of Packets and Samples through the Post, it is hereby notified for general information, that the privilege of sending such articles through the Post at the rates of postage applicable to them is restricted to *bonâ fide Trade Patterns or Samples of Merchandise.* Goods sent for Sale, or in execution of an order (however small the quantity may be), or any articles sent by *one private individual to another* which are not actually patterns or samples, are not admissible.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 13th October, 1874.

It is hereby notified that the postage chargeable upon *Paid* Letters addressed to France will henceforward be 12 cents per quarter ounce when forwarded by French Mail Packet, and 18 cents per quarter ounce, when forwarded by British Mail Packet.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information that the Postage (which must be paid in advance) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—
When forwarded via Brindisi.............42 cents each half-ounce
When forwarded via Marseilles.............36 cents each half-ounce
When forwarded via Southampton.......28 cents each half-ounce.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of Jewellery received in that Colony are chargeable with Customs' Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information that henceforward the Postage on Letters addressed to Russia, when marked to be forwarded via Southampton, will be reduced to 40 cents per half-ounce.

F. W. MITCHELL,
Postmaster-General.
General Post Office, Hongkong.

It is hereby notified that henceforward the postage on letters addressed to Denmark, when forwarded via Southampton, will be 28 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet viâ Brindisi.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—
On sums not exceeding £2.........18 cents.
Above £2 and not exceeding £5...36 „
Above £5 and not exceeding £7...54 „
Above £7 and not exceeding £10..72 „

F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be prepaid

For each ¼ ounce
The rate of postage chargeable on Letters addressed to France per French Packet is.......................12 cents.
Per British Packet when marked via Brindisi................................18 „
Per British Packet when marked via Alexandria and Marseilles..........12 „

F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows viz:—
For a packet not exceeding 1 ounce in weight................................2 cents
For a packet above 1 ounce not exceeding 2 ounces........................4 „
For a packet above 2 ounces not exceeding 4 ounces......................8 „
and eight cents for every additional four ounces.
These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

Extracts.

SOWING AND REAPING.

Sow with a generous hand;
Pause not for toil or pain;
Weary not through the heat of summer,
Weary not through the cold spring rain,
But wait till the autumn comes
For the sheaves of golden grain.

Scatter the seed, and fear not,
A table will be spread;
What matter if you are too weary
To eat your hard-earned bread!
Sow, while the earth is broken,
For the hungry must be fed.

Sow;—while the seeds are lying
In the warm earth's bosom deep,
And your warm tears fall upon it,—
They will stir in their quiet sleep;
And the green blades rise the quicker,
Perchance for the tears you weep.

Then sow,—for the hours are fleeting,
And the seed must fall, to-day;
And care not what hands shall reap it,
Or if you have passed away
Before the waving corn-fields
Shall gladden the sunny day.

Sow, and look onward, upward,
Where the starry light appears,—
Where, in spite of the coward's doubting,
Or your own heart's trembling fears,
You shall reap in joy the harvest
You have sown, to-day, in tears.

—*Adelaide Proctor.*

MUSHROOMS IN MARKET GARDENS.

Most people are acquainted with the mode of growing mushrooms in sheds, cellars, tunnels, or in regular mushroom-houses, but it is astonishing how few, even among gardeners, know anything about the way in which mushrooms are grown for market. Between the end of September and April immense quantities of mushrooms are disposed of, three times a week, in Covent Garden, all of which are grown in the open air. Mushroom growing is, however, a somewhat uncertain matter in bad seasons; but, under favourable circumstances, if the ridges on which they are grown are in good order, they form one of the most remunerative crops. Mushrooms for market are all grown on ridges of manure, moulded over, as on the case of indoor beds, and covered with a layer of loose litter, which is generally all the protection they get. They are built so as to form a series of successive ridges from 20 feet to 100 yards in length, and 8 feet apart from the centre of the one to the middle of the next. An open sheltered position is the most favourable for them, but they are also often made along the intervals between rows of fruit trees, where they do remarkably well.—*The Garden.*

TEN POINTS OF A GOOD WIFE.

Robert Burns, the Scottish poet, speaking of the qualities of a good wife, divided them into ten parts. Four parts he gave to "good temper;" two to "good sense;" one "wit;" one to "beauty" (such as a sweet face, eloquent eyes, a fine person, a graceful carriage); and the remaining two parts he divided amongst other qualities belonging to or attending on a wife, such as fortune, connections, education or accomplishments, family, and so on; but he said, "divide those two parts as you please, remember that all these minor proportions must be expressed by fractions, for there is not any one of them that is entitled to the dignity of an integer." Mr. Smiles, in quoting this passage from Burns, in the chapter on marriage in his pleasant and chatty book on "Character," says: "No wise person will marry for beauty mainly. It will exercise a powerful attraction in the first place, but it is found to be of comparative little consequence afterwards. Not that beauty of person is to be underestimated, for, other things being equal, handsomeness of form and beauty of features are the outward manifestations of health. But to marry a handsome figure without character, fine features unbeautified by sentiment or good nature, is the most deplorable of mistakes." This is the only comment made by Mr. Smiles on the matrimonial scale of Burns, the proportions of which he may therefore be taken to approve. The matter is worth closer criticism, and it will be an amusing and not unpractical or unprofitable employment of some leisure minutes, to try, in some reader's judgment, whether any variation or improvement may not be made in the distribution of the ten points in a good wife. It will be observed at the outset that the moral and religious element is wholly ignored in the estimate of the poet. Physical, intellectual, and social qualities are alone taken into account; for good temper can scarcely be included among moral excellencies. But the problem need not be complicated by bringing into its consideration points of moral or religious worth. Designate these under the title of "good principle," and this would demand a far larger proportion of the ten points than the four which Burns gives to good temper. For without virtue or good principle, we know that good temper, and good looks, and other gifts of person, are too often dangerous to their possessor. Rather let us assume good principle and virtuous conduct, founded upon true religion, to be taken for granted in the problem, as it will be certainly deemed essential in the choice of a wife by every man who makes Christian profession. To marry "in the Lord" is a divine precept as well as a prudent resolution for all who seek "to live for both worlds." Two other conditions are to be presupposed—a certain amount of equality of station, as well as no undue disparity of age. There are exceptional cases in both respects, but in discussing general principles we have regard to the common rule, not the rare exception. As a rule, marriages of unequal caste turn out unhappily for all concerned. In the rough bush life of a new colony this may be of less moment, but in the ordinary circumstances of civilized life, some equality of station and of education is expected. In examining the qualities to be sought in a wife, let us therefore regard moral worth, and also suitableness of station, not as among the requisites, but as pre-requisites; and then let us see how far we assent to the distribution of the ten points of Burns. The importance of good temper is great, but four out of ten seems rather a large proportion to allot to it. In describing the good qualities of a friend, or a brother or sister, or a master or servant, good temper would be a large ingredient, but in a wife, other points deserve equal if not greater note. Taking the larger view of beauty, as including all personal qualities of a physical or material kind, form and figure as well as feature, and especially a healthy constitution, it certainly should be at least on a leave with good temper. A poor invalid or cripple may have the sweetest of tempers. On the other hand, a pretty face may belong to a silly fool; which brings the point of good sense also to the front. The majority of sensible men will thoroughly agree with the poet as to the comparative unimportance of what he calls the "minor proportions," of fortune, family, accomplishments, and other accessories; and, in fact, one instead of two out of the ten might be allotted for their fractional expression. Of course there are exceptional cases and circumstances, where some of these minor qualities assume greater importance. For instance, the heir of an estate, or the representative of a high family, might consider rank, and wealth, and education, of more consequence than to be represented by a decimal fraction. The wise Lord Burleigh, in giving advice to his son on the choice of a wife, said: "Let her not be poor, how generous (well-born) soever, for a man can buy nothing in the market with gentility." The greatness of his house was in his mind more than the happiness of his son, in giving this advice. But taking the average of men who have to consider only their own personal tastes, comfort, and advantage, good temper, good sense, and good health are the three primary and essential points.—*Leisure Hour.*

GEN. SHERMAN AT THE CIRCUS.

Let me tell what I saw not long ago at a circus. Sitting in front of us was Gen. Sherman, and with him quite a number of children whom he had gathered from the "by-ways and hedges." We saw him look down under the seat, and then haul out a dirty, ragged little darkey, who had crept in under the tent, and then seat him at his feet, where, by crowding, was made a place for the little rascal. "Now," said the General, "sit there, my boy, and see everything. Bless me! many a time I have done just the same thing, and many a thrashing have I had. He seemed like a child; everything pleased him, and we wondered where was the vanity of which people talked so loudly.—*Cor. Cincinnati Commercial.*

A MATRIMONIAL CHANGE OF MIND.

The *Baltimore Gazette* says: "Eliza Godfrey, formerly living near Leavenworth, Kansas, is among the curiosities of womankind. She is an interesting and not unattractive damsel of sweet sixteen; and when one night she was missing, her father set out on a search for her which ranged over six hundred miles of mountain and prairie. The worst of it was that she had eloped with her lover, one, as the sequel proved, unfortunate Mr. Bailey. For when her father overtook her the course of true love had not by any means run smooth. She had travelled over two hundred miles in a lumber wagon over rough roads, and either her affection for the man of her choice had been shaken out of her, or she was of a disposition mighty uncertain. No minister was attainable, and when the Judge arrived to marry them this is how it all ended—a nice little romance spoiled by the cantankerousness of one woman: Judge Norton was sent for and came upon the scene. The party assembled, while the eager crowd filled the doorway and windows to witness what next would transpire. Spoke the father: 'Judge, this is my daughter. I wish to give my consent to her marriage to this man.' Then said the Judge: 'Mr. Bailey, do you wish to marry this woman?' 'I do,' said Bailey. 'And you, young woman, would you have this man for your husband?' said the Judge. The young lady looked up and replied, 'Well, Judge, I guess not just now.'"

The latest Parisian design for ear-rings consists of a golden gridiron, on which is laid a heart formed of garnets, the idea to be conveyed being that of a bleeding heart upon the fire of love.

A TRUE LADY.—A woman's worth is to be estimated by the real goodness of her heart, the greatness of her soul, and the purity and sweetness of her character; and a woman with a kindly disposition, and a well balanced mind and temper, is lovely and attractive, be her face ever so plain and her figure ever so homely, she makes the best of wives, and the truest of mothers. She has a higher purpose in living than the beautiful vain and supercilious woman, who has no higher ambition than to flaunt her finery in the streets, or to gratify her inordinate vanity by extracting flattery and praise from a society whose compliments are as hollow as they are insincere.

Insurances.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/.) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/.) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 943 Hongkong, 18th June 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	¾ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	1 " "
Godowns, Offices, Shops, &c., and their Contents	1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days,	¼ of the annual rate.
Not exceeding one month	½ "
Above 1 month, and not exceeding 3 months	½ "
Above 3 months, and not exceeding 6 months	¾ "
Above 6 months	the full annual rate.

GILMAN & Co., *Agents.*

tf 1903 Hongkong, 8th May, 1874.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 °/.) of the Net Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE, *Secretary.*

3m 1203 Hongkong, 1st August, 1874.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 °/.) of the Nett Profits reserved for Contributors may be arranged.

Returns, not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., *General Managers.*

4m 1029 Hongkong, 1st July, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ended 31st December, 1873, in order that the distribution of Twenty per cent. (20 °/.) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims nor alterations subsequently admitted.

AUGUSTINE HEARD & Co., *Secretaries.*

3m 1202 Hongkong, 1st August, 1874.

Insurances.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 1st March, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 °/. for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

1069 Hongkong, 9th July, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE, 127, LEADENHALL STREET, LONDON. ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/. allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

Business Announcements.

NO DECAY, NO INFECTION by using the PETRIFYING SILICATE PAINTS, as supplied to The Admiralty, Board of Works, Austrian Lloyd's, Woolwich Arsenal, Cunard Company, Great Western & London & North Western Railway Companies, FOR HOUSE, SHIP, AND GENERAL USE. Manufactured by the SILICATE PAINT COMPANY, LIVERPOOL, *in all colours*. Have no chemical action on Iron or other Metals, will stand any degree of heat without blistering, 1 cwt. is equal in bulk, and will do the work of 2 cwt. lead Paints. See article in "Engineering," 26th January, 1872. DAMP WALLS, CHURCHES, &c., Cured by the Petrifying Liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For particulars and Testimonials, apply to the SILICATE PAINT COMPANY, LIVERPOOL. 26f 1385] [Sept. 5

DINNEFORD'S FLUID MAGNESIA. The best remedy for ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION. And the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates. DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world. N.B.—Ask for DINNEFORD'S MAGNESIA, and use DINNEFORD'S Friction Gloves and Belts. 56f 396] A. S. Watson & Co., Agents, Hongkong. [14 Mar

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873. THE CELEBRATED YORKSHIRE RELISH. The most delicious and cheapest Sauce in the World, and has a larger sale than any other Sauce. To be had of Grocers, Oilmen, &c. Trade Mark, "Willow Pattern plate." Prepared by GOODALL, BACKHOUSE & Co., LEEDS, ENGLAND.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873. GOODALL'S QUININE WINE. The best and most agreeable tonic yet introduced. For the relief of Indigestion, General Debility, and Loss of Appetite, &c., it is invaluable. Recommended by the most eminent Chemists of the day, Arthur Hill Hassall, M.D., Wentworth L. Scott, Esq., F.C.S., F.A.S.L., F.R.S.S., &c., the *Lancet*, the *Food Journal*, *Medical Press*, *Circular*, &c., &c. Sold by Chemists, Grocers, &c. Prepared by GOODALL, BACKHOUSE & Co., LEEDS, ENGLAND.

DIPLOMA OF MERIT, VIENNA EXHIBITION, 1873. GOODALL'S BAKING POWDER. The best in the World. Makes delicious Bread without Yeast; Puddings, Pastry, &c., without Eggs, Butter, or Lard. One trial will convince the most sceptical of its superiority over all others. Sold by Grocers, Oilmen, &c. Prepared by GOODALL, BACKHOUSE & Co., LEEDS, ENGLAND. 52f 886] [June 6

J. & E. ATKINSON, WHOLESALE & EXPORT PERFUMERY AND FANCY SOAP MANUFACTURERS, 24, OLD BOND STREET, LONDON. Established 1799. *Exhibition Prize Medals.*—London, 1862—Prize Medal. Paris, 1867—Only Silver Medal. Cordova, 1872—Only Medal Awarded. Lima, 1872—The Silver Medal. Vienna, 1873—Grand Medal—"Progress." Atkinson's Celebrated WHITE ROSE and other PERFUMES. Atkinson's Celebrated EAU DE COLOGNE. Atkinson's Celebrated BROWN WINDSOR SOAP, &c. N.B.—All Perfumes, Lavender-waters, Eau de Cologne, &c., manufactured in bond, and shipped duty free at great reduction. PRICE LIST ON APPLICATION. CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods; orders should therefore be sent direct, or through commission houses of repute. Their goods are kept by all respectable dealers throughout the world. [52f 1160 July 25

THE FOLLOWING IS AN EXTRACT FROM A LETTER dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:— "I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old. "Remaining, Gentlemen, yours very respectfully, L. S. "To the Proprietors of NORTON'S CAMOMILE PILLS, London." [42f 1169 Aug. 1

FRAUD. ON the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS Of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to TWO YEARS RIGOROUS IMPRISONMENT; and on the 30th of the same month, for SELLING SPURIOUS ARTICLES bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, Shaik Bachoo was sentenced, by the Suburban Magistrate at Sealdah, to TWO YEARS RIGOROUS IMPRISONMENT. CAUTION.—Any one *selling spurious oilmen's stores*, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in China. [43f 697 July 4

Business Announcements.

JOHN MOIR & SON, ABERDEEN, Would direct attention to their BACON, HAMS, SAUSAGES, SOUPS, &c., all prepared by their new process. THEIR JAMS, JELLIES, AND MARMALADE are all pure as labelled, not adulterated with pulp of other fruit. 26f 1697] [Oct. 8

KEATING'S COUGH LOZENGES. This UNIVERSAL REMEDY now stands the first in public favour and confidence: for COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution. KEATING'S BON BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles by all Chemists. THOMAS KEATING, London, Export Chemist and Druggist. 26f 1608] [Oct. 8

OAKEY and SON'S EMERY and BLACK LEAD MILLS, WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.
OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s. 6d., and 4s. each.
OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.
OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL), For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.
OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.
OAKEY'S EMERY AND GLASS CLOTH.
OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.
OAKEY'S GOODS Sold by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, and Storekeepers generally, [52f 66 Jan. 10

Business Announcements.

PETROLEUM LAMPS.—WRIGHT AND BUTLER, *Manufacturers and Exporters, Birmingham.* Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Brackets, &c., in great variety. Lamps fitted with American or any other description of Burner. Patentees of the celebrated "*Eclipse*."—*No Chimney Burner!* Specially adapted for up-country districts, as all breakage of chimneys is avoided, and the light given much greater than that of any other burner same size. Photographs and Books containing over 500 designs, upon application. Indents must be sent through an English house or covered by drafts 60 days' sight. [52f 995 June 27

TRADE MARK,

ON A WREATH,

A LION RAMPANT GARDANT,

HOLDING A CROWN PROPER.

ELLWOOD'S

HATS AND HELMETS.

LEA AND PERRINS' Celebrated WORCESTERSHIRE SAUCE, DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE. CAUTION AGAINST FRAUD. The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to ASK FOR LEA & PERRINS' SAUCE, and to see that their names are upon the *wrapper, labels, stopper*, and *bottle*. Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed. Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper. Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. [52f 843 May 30.

HONGKONG MARKETS.

As Reported by Chinese on the 23rd October, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per 400lbs.	$100.00 a	$115.50
" " 28 a 32	"	110.00 a	110.00
" " 38 a 42	"	120.00 "	135.00
GREY SHIRTINGS, 7 lbs.	per piece	$1.85 a	1.90
" 8 lbs.	"	2.00 a	2.05
" 8½ lbs.	"	2.20 a	2.52
WHITE SHIRTINGS, 56 a 60 reed.	"	2.15 a	2.30
" 64 a 66	"	2.45 a	2.60
" 68 a 60	"	2.80 a	3.45
WHITE SPOTTED Do.	per piece	2.46 a	2.45
WHITE BROCADES,	"	2.65 a	2.70
AMERICAN DRILLS, 30 yards	"	2.60 a	2.65
" 40 "	"	3.85 a	4.00
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.,	"	1.60 a	1.65
" 24 " & 35 " 8 lbs.,	"	2.15 a	2.20
DYED SPOTTED SHIRTINGS,	"	3.80 a	3.95
DYED BROCADE Do.	"	3.80 a	3.95
DYED DAMASK Do.	per piece	6.00 a	6.25
CHINTZ,	"	1.85 a	1.90
HANDKERCHIEFS, Blue	per doz.	0.60 a	0.65
" Brown	"	0.60 a	0.65
" Red	"	0.75 a	0.80
VELVETS, Black, 22 ins.	per yard	0.21 a	0.22
" Gentian, 22 "	"	0.15 a	0.18
VELVETEENS, Black	"	0.22 a	0.23

WOOLLEN GOODS.

SPANISH STRIPES,	per yard	0.75 a	0.78
LONG ELLS, MM Scarlet,	per piece	9.50 a	9.60
" " Assorted,	"	9.10 a	9.05
" HH Scarlet,	"	9.40 a	9.50
" " Assorted,	"	8.70 a	8.80
CAMLETS, SSS	"	16.50 a	17.00
" SS	"	18.20 a	19.00
" S	"	19.00 a	19.50
" BBB	"	20.00 a	20.50
LASTINGS, DD	"	15.00 a	15.50

METALS.

IRON, Nail Rod Nos. 1 a 5	per picul	3.80 a	3.90
" Hoop,	"	4.60 a	4.85
" Bar,	"	3.40 a	3.16
" Wire,	"	8.80 a	9.25
LEAD,	"	7.45 a	7.60
STEEL, English,	per tub.	4.70 a	4.75
" Swedish,	"	4.81 a	4.90
TIN, Malacca	per picul	25.00 a	26.00
TIN PLATES,	per box	8.20 a	8.50
SHEATHING METAL,	per picul	24.50 a	28.00
QUICKSILVER, English,	"	213.50 a	—
" American	"	216.00 a	—
SPELTER,	"	7.25 a	7.50

PRODUCE.

COTTON, Shanghai	per picul	13.60 a	14.00
" Ningpo,	"	14.00 a	14.50
" Tientsin,	"	14.00 a	14.60
" Shantung,	"	14.60 a	15.00
" Bengal,	"	11.00 a	14.50
ALUM,	"	1.60 a	1.85
ASSAMUNS, Japan white,	"	3.90 a	4.10
" Black	"	3.30 a	3.60
RICE, Bengal, Cargo No. 1	"	2.45 a	2.50
" " 2	"	2.20 a	2.25
" Siam, white,	"	1.85 a	1.90
" " millcleaned,	"	1.70 a	1.75
" Manila,	"	2.85 a	3.40
" Singapore,	"	2.10 a	2.15
" Saigon,	"	1.60 a	1.65
" Arracan,	"	2.10 a	2.15
" Rangoon,	"	2.35 a	2.40
AMPAPTER,	"	6.10 a	6.50
COALS, AFLOAT,	per ton.		
" English steam,	"	13.50 a	—
" American Anthracite,	"	12.00 a	—
" Sydney,	"	9.50 a	—
WINDOW GLASS	per box.	3.70 a	3.80
STRAITS PRODUCE, &c.,			
RATTANS, Straits,	per pcl.	5.50 a	6.00
" Banjar,	"	4.50 a	4.80
PEPPER White,	"	18.60 a	19.00
" Black,	"	12.50 a	12.80
BETEL NUT,	"	3.50 a	4.25
SANDAL WOOD Malabar,	"	3.80 a	4.20
" South Seas,	"	17.50 a	19.00
SAPAN WOOD, Manila,	"	1.70 a	2.10
" Siam	"	2.50 a	2.75
FLOUR, California, per sack of 50 lbs.		1.20 a	1.30
" American, per barrel of 200 lbs.		6.50 a	6.65
WHEAT, Tientsin,	per pcl.	1.60 a	1.80
" California,	"	2.25 a	2.30
SUGAR, Canton white, 1 a 3	"	6.00 a	6.50
" " Dk. Brown,	"	3.60 a	3.70
" West Coast, Dk. Brown,	"	3.20 a	3.30
" Manila, Dry White,	"	4.40 a	4.50
" " Dk. Brown,	"	3.75 a	3.90
CAMPHOR, packed,	"	14.00 a	14.50
PEAS, White,	"	1.80 a	1.85
" Green,	"	1.70 a	2.25
" Black,	"	1.70 a	1.82
" Yellow,	"	1.70 a	1.74
MUSHROOMS,	"	55.00 a	60.00
SEAWEED, Green,	"	1.40 a	1.50
" Cut,	"	2.80 a	2.90
MUSSELS, Dry Siam large,	"	9.50 a	11.50
" " middle,	"	7.75 a	8.20
" Dried, " small	"	5.20 a	5.75
VERMICELLI, Tientsin	"	6.00 a	6.75
BEES WAX, Japan,	"	11.00 a	12.50
" Hankow	"	72.00 a	72.50

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Albay	Diaz	Span. str	269	D. Lapraik & Co	Sunk
Alaska	Van Sire	Amr. str		P. M. S. S. Co	In Dock
Agnes	Atkinson	Brit. str	559	E. E. Telegraph Co	
Arratoon Apcar	Schultze	Brit. str	959	Siemssen & Co	
Bombay	O. F. Davis	Brit. str	794	P. & O. S. N. Co	Yokohama
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Feiwan	Benning	Brit. str		A. Heard & Co., Agent	
Glenfalloch	McBain	Brit. str	1386	Gilman & Co	Shanghai
Hunyang ‡	Bell	Brit. str	290	Master	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kin-Kiang ‡	Betning	Brit. str	1061	A. Heard & Co., Agents	
Leonor	Echanique	Span. str	393	D. Lapraik & Co	Sunk
Little Orphan		Brit. str	40	H. K. & W'poa Dock Co	
Norna	Koch	Brit. str	606	Kwok Acheong	
Oregonian	C. R. Harries	Amr. str		P. M. S. S. Co	
Pautucket	E. Smith	Amr. str	280	Aug. Heard & Co	Macao
Powan ‡	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Vancouver	Thos. Shaw	Brit. str	2800	P. M. S. S. Co	Yokohama, &c.
Yangtsze	Corner	Brit. str	782	Siemssen & Co	Shanghai
Yesso	Ashton	Brit. str	559	D. Lapraik & Co	East Coast
Yotsai		Brit. str	180	Kwok Acheong	
Yottung	Collen	Brit. str	233	Kwok Acheong	Swatow

‡ Running between Hongkong and Canton.
§ Running between Macao and Hongkong

SAILING VESSELS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
A. F. Vinal	Beard	Ger. bk	329	Siemssen & Co	Repairing
Advance	Thompson	Siam. bk	336	Chinese	
Ananda	T. Harms	Ger. sch	190	Bourjau & Co	Repairing
Ardent	R. Clasper	Brit. bk	359	Vogel, Hagedorn & Co	London
Aurora	Plettner	Brit. bk	295	Chinese	
Beemah	Blackstone	Brit. sh	337	Aug. Heard & Co	New York
Bua Ssac	Tams	Siam. bk	338	Chinese	Dismasted
Bua Ran	Miller	Siam. sh	400	Chinese	
Burrampoorfol	Worgitzky	Siam. bk	360	Chinese	
Cap-sing-moon	Sorensen	Brit. bk	[illegible]	S. S. Burrows & Sons	
Carl	Ohlsen	Ger. bk	215	Order	
Carmelita & Ida	L. Jensen	Ger. sh	431	Ed. Schellhass & Co	Dismasted
Caranjah	Geo. Cawse	Brit. sh	391	Ed. Schellhass & Co	London
Cecilia	Jose Ribeiro	Port. bk	533	Remedios & Co	For Sale
Charlotte Andrews	Place	Brit. bk	356	P. M. S. S. Co	Dismasted
Chloris	Matzen	Ger. bk	328	Arnhold, Karberg & Co	
Comet	Bray	Amr. sh	1152	Frazar & Co	Repairing
Coquette	Lauridsen	Ger. bk	283	Ed. Schellhass & Co	Dismasted
Courier	Bartlett	Brit. bk		Ed. Schellhass & Co	
Cutty Sark	Vorrath	Siam. bk	474	Chinese	
Dan	Hilberg	Swed. bg	246	Carlowitz & Co	
Daylight	F. Rademaker	Siam. bk	447	Chinese	
Dronning Louise	Gondo	Dan. bg	269	Chinese	
Edmund Gressier	Fruquet	Fren. bk	300	Chinese	
Ellen	Kindred	Brit. sh	499	Remedios & Co	
Ellen Oustle	Ramsay	Brit. bk	331	Bourjau & Co	
Emigrante	L. Castaguino	Peru. sh	946	Wm. Pustau & Co	Sunk
Fabius	Stalze	Siam. sh	635	Chinese	
Falcon	Snyle	Siam. bk	725	A. MacG. Heaton	
Falcon	R. Shiell	Brit. bk	795	A. MacG. Heaton	London
Ferdinand	Lorenzen	Ger. bk	416	Wm. Pustau & Co	Repairing
Fidelio	Bohsen	Ger. bk	317	Siemssen & Co	
Gem	Pearson	Brit. bk	455	Chinese	
Georgina	J. Rommey	Brit. bk	315	Order	Repairing
Gloucester	Vincent	Brit. sh	526	Rozario & Co	
Goliah	Andersen	Siam. bk	542	Chinese	
Golden Star	Lange	Siam. bk	289	Chinese	
Guam	Uaber	Brit. bk	298	Borneo Co. Limited	Repairing
Hongkong	Freudenberg	Siam. sh	631	Chinese	
Hopewell	Geo. F. Parson	Brit. bk	578	Aug. Heard & Co	New York
Inverurray	James Semple	Brit. bk	283	Yut-foong-loong	Repairing
J. C. Munro	Crane	Brit. bk	612	Adamson, Bell & Co	
Jurgen	Wendt	Ger. bk	269	Wm. Pustau & Co	
Kim-yung-tyo		Siam. lug	229	Chinese	
Lathley Rich	Mitchell	Amr. sh	1327	Russell & Co	New York
Lizzie H.	Babson	Amr. bk	896	Aug. Heard & Co	Repairing
Louisa	Schjerloh	Ger. sch	246	Ed. Schellhass & Co	
Macao	Ormaechea	Peru. sh	603	Carlowitz & Co	
Mulvern	G. Myles	Brit. bk	410	Captain	Sunk
Malvina	Kluge	Ger. bk	474	Bourjau & Co	
Maria y Vicente	Santaeloma	Span. bk	384	Remedios & Co	Manila
Mariner	Legender	Brit. bk	340	Chinese	
Matilda Atheling	Whereat	Brit. bk	676	Jardine, Matheson & Co	Repairing
Medora	Petrie	Brit. bk	357	Olyphant & Co	
Mindanao	C. Smith	Brit. bk	484	Rozario & Co	Sunk
Miss Kilmansegg	Finlayson	Brit. bg	228	Arnhold, Karberg & Co	
Morning Light	Chaston	Brit. sh	2377	Vogel, Hagedorn & Co	Repairing
North America	Tucker	Amr. sh	1582	Russell & Co	
Onward	Stimson	Brit. sh	606	Rozario & Co	Dismasted
Palma	Binge	Ger. bk	299	Bourjau & Co	
Pelham	Brandt	Ger. bg	420	Siemssen & Co.	
Pepita	Aldecoa	Span. bk	251	Remedios & Co	
Prosperity	Moller	Siam. bk	474	Fung-fat-loong	
Queen of England	Delileffsen	Siam. sh	542	Chinese	
Radama	Boucher	Fren. sh	437	Carlowitz & Co	Repairing
San Juan	A. Urtubiaga	Peru. sh	1466	Vogel, Hagedorn & Co	New York
Seaforth	Bernet	Siam. bk	311	Chinese	Sunk
Sea Bell	O'Keefe	Amr. sch	90	Carlowitz & Co	
Sir Harry Parkes	Thos. Stephens	Brit. sh	806	Olyphant & Co	New York
Starlight	T. Benedictsen	Siam. bg	239	Chinese	Sunk
Taloe	Hoffmann	Ger. bk	335	Siemssen & Co	Repairing
Titania	England	Brit. sh	879	Gilman & Co	
Willard G. Patton	Connor	Amr. sch	518	Order	
Wm. Phillips	A. Healy	Amr. sch	593	Master	Foochow, &c.

RECEIVING VESSELS & HULKS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Webster	Pw. Mug.	283	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

WHAMPOA.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Lintin		Brit. str	69	Kwok Acheong	

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Albuera	Thomas	Brit. sh	774	Vogel, Hagedorn & Co	London
Bengali	Morton	Brit. bk	415	Chinese	
Melbreck	Pierce	Brit. sh	870	A. MacG. Heaton	London

CANTON

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Chen-jui	Poynter	H.I.C.M.	g-b.	Customs Chop	
Ching-Sing	E. Oboy	H.I.C.M.	g-b.	Customs Chop	
Demerara					
Ngan-ton	Stewart	H.I.C.M.	g-b.		
Ningpo	J. M. Rayner	Brit. str	761	Siemssen & Co	
Sui-Tsing	James Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bueh	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g-b.		

MACAO.

In port on 12th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Battoo Bassie	Vissmann	Dut. bg	316	Ebell & Co	Batavia
Callao	A. Vidaurrazaga	Peru. sh	1552	Arranesa	
Concordia	J. L. da Silva	Port. bk	226	J. E. d'Almeida	
Santa Sancha	M. Nunis, Jun.	Port. bk	311	A. A. de Mello & Co	
Spark ‡		Brit. str		A. Heard & Co., Agents	
White Cloud	Benning	Brit. str	380	A. Heard & Co., Agents	Sunk

‡ Running between Canton and Macao.

SWATOW.

In port on 13th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Amur	Jurgesson	Brit. bk	235	Master	Uncertain
Alma	Lord	Amr. bk	373	E. Herton	Newchwang
Chow-fa	Haberkost	Brit. bk	269	Dircks & Kruger	Uncertain
Carl Ludwig	Carlson	Ger. bk	243	Dircks & Kruger	Uncertain
Condor	Stephens	Ger. bk	426	Dircks & Kruger	Uncertain
China	Smidth	Ger. sch	201	Dircks & Kruger	Uncertain
Furst Bismarck	Krause	Ger. bk	271	Dircks & Kruger	Newchwang
Gustav	Johnson	Ger. bk	237	Dircks & Kruger	Uncertain
Ingeburg	Jacobson	Ger. bk	386	Dircks & Kruger	Newchwang
Joyce Phillips	Kirby	Brit. bk	514	Bradley & Co	Chefoo
Juno	Stehben	Amr. bk	300	E. Herton	
Loobbulig	McPherson	Brit. sch	333	E. Vincent & Co	
Oscar Mooyer	Weller	Ger. bk	382	Dircks & Kruger	Uncertain
Presto	Jrgens	Brit. bk	360	Dircks & Kruger	Chefoo
Pyrmont	Diedricksen	Ger. bk	430	Dircks & Kruger	Uncertain
Resolution	Conception	Siam. sh	816	Chinese	Uncertain
Taikun	Holler	Ger. bk	355	Dircks & Kruger	Uncertain
Willie	Budnoch	Brit. sch	274	Bradley & Co	Uncertain

AMOY.

In port on 12th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alerta	Vogt	Ger. bg	209	Pasedag & Co	
Carl Wilhelm	Bertelsen	Ger. bk	239	H. A. Petersen & Co	
Eaglet	Nicol	Brit. bk	392	Order	
Hapseng	Ulrich	Siam. bk	370	Brown & Co	
Helene	Monsson	Swed. bg	225	H. A. Petersen & Co	
Seaman's Bride	Andersen	Siam. bk	314	Brown & Co	
Sudan	Ocsaw	Ger. bk	305	Pasedag & Co	

FOOCHOW.

In port on 16th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adele	Lapham	Amr. sch	387	Chinese	Shanghai
Gustav	Johansen	Ger. bg	237	Chinese	Chefoo
Taitsing	Richard	Brit. sh	813	Silverlock & Co	New York

SHANGHAI.

In port on 14th October, 1874.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alexandra	Malone	Brit. sch	286	Jardine, Matheson & Co	
Charley	Schultze	Brit. bk	395	Nils Moller	
Conqueror	Davidson	Brit. bk	599	Jardine, Matheson & Co	
Coninskyle	Gordon	Brit. sh	579	Findlay, Wade & Co.	
Deogaum	Barlow	Brit. bk	448	Nils Moller	
Duke of Athole	Peebles	Brit. sh	963	Frazar & Co	
Farningham	Graib	Brit. bk	281	Siemssen & Co	
Foochow	Hockreuter	Siam. bk	300	Choong Seng	
Friendship	Kliudt	Siam. bk	480	Chinese	
Guinevere	Anthony	Brit. sh	879	Jardine, Matheson & Co	London
Halloween	Watt	Brit. sh	920	Frazar & Co	
Hamburg	Kroge	Ger. bk	820	Wm. Pustau & Co	
Index	Johnson	Brit. bk	599	Master	
Indiana	Vickers	Brit. sch	298	Lane, Crawford & Co	
Lady Louisa	Scott	Brit. bk	542	Adamson, Bell & Co	New York
Leander	Knight	Brit. sh	846	Jardine, Matheson & Co	New York
Lucerne	Russell	Brit. sh	608	Wm. Pustau & Co	
Mary Whitridge	Cutler	Amr. sh	862	Russell & Co	New York
Mikado	Ilberg	Brit. sh	643	Wm. Pustau & Co	
Parana	Lame	Fren. sch	400	J. S. Baron	
Salacia	Jackson	Brit. bk	423	Master	
Siam	Hanssen	Siam. bk	225	Choong Seng	
Union		Fren. bk		Order	
Wemyss Castle	Shields	Brit. sh	700	Frazar & Co	

YOKOHAMA.

In port on 5th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
John Milton	Murphy	Brit. sh	618	Simon, Evers & Co	
Myrtle	Poley	Amr. sch	88	Captain	
New Republic	Reynolds	Brit. sh	580	M. Heimann & Co	New York
Victory	Hastorf	Amr. sch	654	M. Spencer	

MANILA.

In port on 17th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Balbina		Span. bk	501	Order	
Candelaria		Span. bk	407	F. Reyes	
Charmer		Amr. sh	1330	Order	
Columa		Dut. bk	860	Order	
Durham		Brit. sh	993	Order	
Fleetwing		Amr. sh	829	Order	
Rosa		Span. sh	822	Order	
Sir Jamsetjee		Brit. sh	1049	Order	
Teresa		Span. bk	251	Order	
Villa de Rivadio		Span. bg	216	Order	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Hongkong
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Hongkong
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Shanghai
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Barnett	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Shanghai
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Tientsin
Hart	double sc. gun vs.	4	120	Comdr. T. H. Royse	Singapore
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	En route to Shanghai
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Woosung
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Tamsui
Meanee	Military Hospital	—	—		Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Shanghai
Modeste	Steam Corvette	14	350	Capt. M. J. Thomson	Nagasaki
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Japan
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Yokohama
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Bolitho	Gulf of Pechili
Sylvia	double sc. gun vl.	—	150	Captain St. John	Kobe
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Yokohama
Thistle	doub. sc. gun vs.	4	120	Comr. F. Stirling	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		O'Sullivan

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